

LP1 LAUREL HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Laurel Hill Community Planning Sector (LP1), formerly known as the District of Columbia (D.C.) Correctional Facility Community Planning Sector, contains approximately 3,200 acres which is comprised of the approximately 3,000 acre D.C. Department of Corrections property and approximately 200 acres associated with the Vulcan Quarry and the Fairfax County Water Authority (see Figure 8). This Planning Sector is located in southeastern Fairfax County just west of Shirley Memorial Highway (I-95) and Richmond Highway (Rt. 1). This sector is generally bounded by the Occoquan River on the south and the D.C. Department of Corrections property lines to the north, east and west.

Most of the land in this sector is utilized for governmental and institutional uses, with the primary user being the D.C. Department of Corrections. This sector can be broadly divided into two parts, the northern area and the southern area. The northern area is that portion of LP1 which is located to the north of the I-95 Landfill which contains the vast majority of existing prison facilities, the components of which are generally separated by substantial areas of open space. The southern area of the D.C. Department of Corrections property, in addition to the Youth Correctional Center, contains the I-95 Landfill and the I-95 Energy/Resource Recovery Facility. Other land uses in the sector include an active rock quarry (Vulcan Quarry), the Fairfax County Water Authority Occoquan Water Treatment Facility and the Occoquan Regional Park (See Figure 8: General Locator Map for LP1).

The area abutting this planning sector is generally planned and developed for low-density residential uses at .1-.5 dwelling unit per acre to the west and south of Furnace Road and at .5-1 dwelling unit per acre to the west and north of Furnace Road. The area to the north of the D.C. Department of Corrections property is generally planned and developed at 2-3 dwelling units per acre. The area to the east is the Lorton-South Route 1 Suburban Center, with the 'Lorton Town Center' (which includes Lorton Station) planned as the focal point for this area, is developing with a mixture of commercial, residential townhouse and multifamily uses. To the south, across the Occoquan River in Prince William County, lies the Town of Occoquan.

Ox Road (Rt. 123), Lorton Road (Rt. 642), Furnace Road (Rt. 611), Silverbrook Road (Rt. 600), Hooes Road (Rt. 636) and Pohick Road (Rt. 641) are the major roads which serve as access to and within Sector LP1. Other roads are private roads associated with the D.C. Correctional Facility.

Particularly significant heritage resources are located along the north bank of the Occoquan River and Reservoir and can be predicted in the area northeast of Silverbrook Road (Rt. 600). Similar quality resources can be expected in undisturbed areas in the southeastern portion of this planning sector, northeast of the Occoquan River. Heritage resources located on the D.C. Department of Corrections property, such as the Nike Missile Sites, the Occoquan Facility and Laurel Hill, are subject to the 106 Review Process as described in the National Historic Preservation Act of 1976, as amended and other appropriate implementing Federal regulations.

This planning sector is either bounded or traversed by several stream valleys and their associated Environmental Quality Corridor (EQC) areas. The major environmental features within LP1 which should be preserved include Pohick Creek, South Run, Rocky Branch, Silverbrook Run, Giles Run, Mills Branch and Occoquan River EQC's.

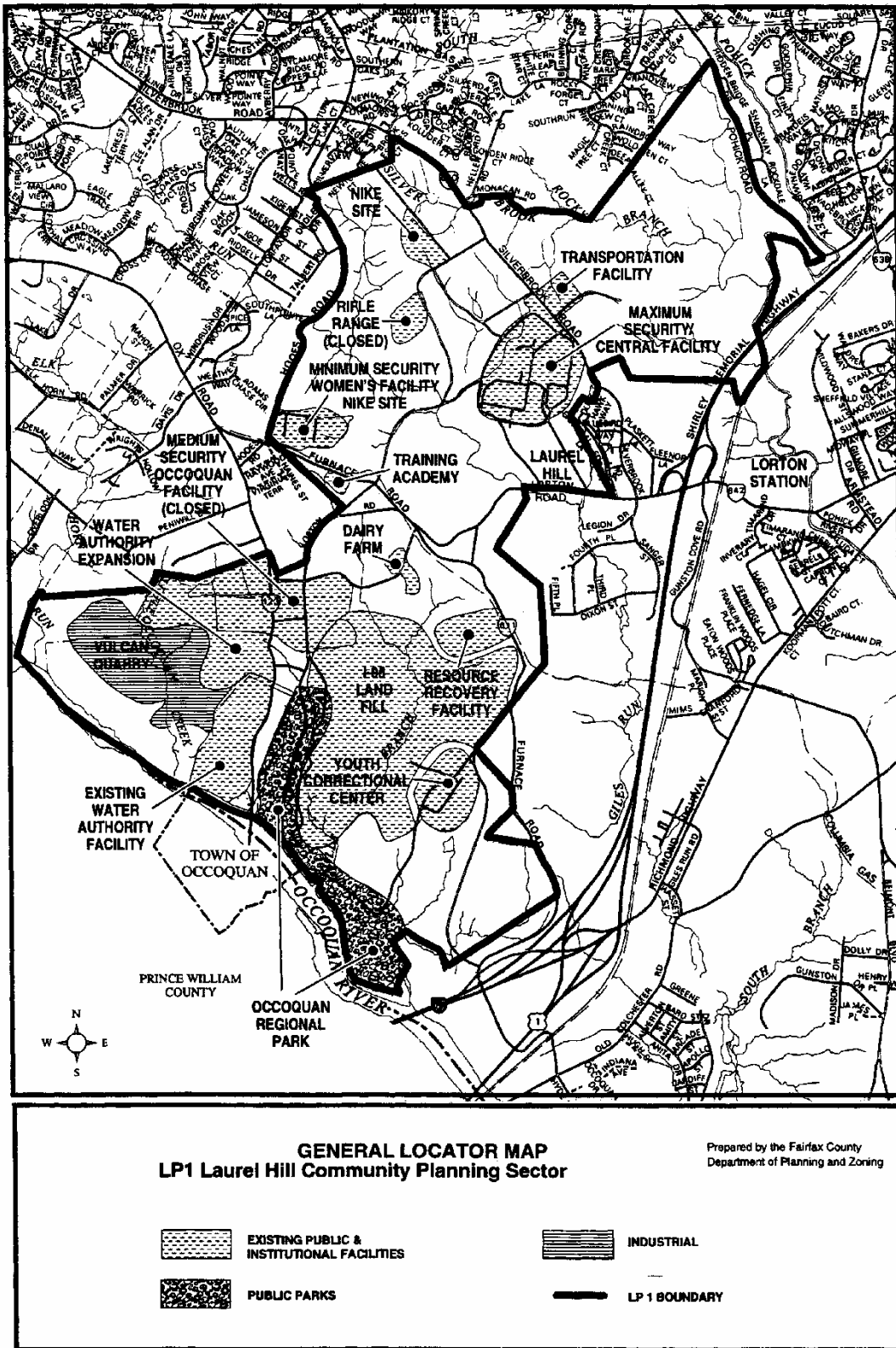


FIGURE 8

PLANNING HISTORY

In 1910, the United States Government acquired a tract of undeveloped land on the Occoquan River and established a workhouse for the District of Columbia. In 1914, the government acquired additional acreage and constructed the Central Facility of the prison. Title to this land is in the name of the United States, and it is a 'Federal Reservation', much like a military base, hence the name 'Lorton Reservation'. Fairfax County, in its first Comprehensive Plan, dated 1958, recognized that this area of the County was largely impacted by the presence of these 'Governmental and Institutional Public Uses'.

Other governmental and institutional uses have been established as the result of the February 14, 1973 Memorandum of Understanding between Fairfax County, the District of Columbia and the Metropolitan Washington Waste Management Agency. Under the terms of the Memorandum of Understanding, 801 acres were allocated as follows: 267 acres for landfill uses; 23 acres for the I-95 Energy/Resource Recovery Facility; 398 acres for recreational uses; and 113 acres for roads, buffer zones and related uses. Also in 1973, the Fairfax County Water Authority expanded their operations by acquiring a former quarry located west of Ox Road (Rt. 123) along the Occoquan River. In 1990, the I-95 Energy/Resource Recovery Facility began operations and is under a 20 year management contract, renewable in 2011.

In 1991, during Phase II of the Planning Horizons process, language was adopted by the Board of Supervisors which encourages the relocation of the D.C. Department of Corrections operations and redevelopment of the property. The text reads "The Concept recommends that the federal government develop or redevelop these areas only when plans are coordinated with the County and consistent with the County goals and the Comprehensive Plan.If, in the future, the D.C. Department of Corrections facility is relocated and the site is available for redevelopment, a citizens' task force with representation from the adjacent community should be established to work with the County to study alternative uses for this site... Development or redevelopment of the site should provide a planned mixed-use residential, education, employment, recreational community with a variety of housing and employment opportunities, sufficient off-site transportation improvements.

On February 13, 1995, the Board of Supervisors established the Lower Potomac Land Use Citizens Advisory Committee (CAC) and authorized the CAC and County staff to study the D.C. Department of Corrections property and make recommendations for future development potential should Congressional action authorize closure of this facility. The CAC and staff studied 'Existing Conditions, Issues and Trends' for the Corrections property and surrounding areas, which provided the framework from which seven future redevelopment scenarios were formulated, ranging from a low of 400 dwelling units to a high of 8,000 dwelling units, along with retail and office uses which ranged from 20,000 square feet to 880,000 square feet. With each scenario, the CAC and staff analyzed impacts to transportation, public facilities, the environment and the surrounding communities. Based on the CAC scenario analysis, a preferred development scenario was formulated which ranged from 2,900 to 3,400 dwelling units, with between 250,000-500,000 square feet of office and retail uses, and 30 to 60 acres of light and high tech industrial uses to include research and development and institutional uses such as vocational, technical and higher education. This preferred development scenario became the basis of the CAC's replanning proposal for the redevelopment of the D.C. Department of Corrections property which was adopted by the Board of Supervisors on February 23, 1998. In addition, the Board of Supervisors adopted a second option for redevelopment which had a public ownership emphasis. The public ownership option planned the land primarily for parks and open space with some land reserved for other public uses.

On January 11, 1999 the Board of Supervisors reconvened the CAC to re-evaluate the recently adopted Plan and to make recommended revisions to address the "Lorton Technical Corrections Act of 1998." This Congressional legislation mandated that the County should

formulate a reuse Plan for the Lorton Correctional Complex, (referred to as the D.C. Department of Corrections property in this document) that maximizes open space, parkland, and recreation use of the land, while also reserving land to facilitate the land trade as permitted under this legislation.

CONCEPT FOR FUTURE DEVELOPMENT

The Laurel Hill Community Planning Sector (LP1) is defined in the Concept for Future Development as a Large Institutional Land Area. The boundaries of the designation of the Large Institutional Land Area are coincidental with Planning Sector LP1 boundaries. When the correctional facilities are relocated this area is planned to redevelop under primarily public ownership, with the notable exceptions: north of Silverbrook Road which includes land planned for residential development and the northwestern portion of the Central Facility which includes land planned for a Graduated Care Facility for the elderly which includes support retail and service uses, and governmental/institutional uses. A portion of the area planned for residential development is to be considered for the land trade mentioned in the "Lorton Technical Corrections Act of 1998." The remaining area is planned primarily for park uses with some land reserved for other public facilities, such as a fire station, public schools, as well as institutional uses such as cultural and higher educational facilities. In addition, some of the existing correction facilities are to be considered for adaptive reuse. If some of these facilities are determined to not be feasible for adaptive reuse, after a public hearing by the Board of Supervisors, then these areas should be used for public park and open space. In order to implement this planned development, the County's sewer service area will need to be expanded to include the portion of this planning sector that is east of Route 123.

AREA-WIDE RECOMMENDATIONS

Prior to the closure of the D.C. Department of Corrections Prison Complex located on the Lorton Federal Reservation, it is critical that security must be managed so as to prevent escapes and to ensure the safety of the surrounding residential communities; and the physical plant must be maintained in a manner that will ensure future adaptive reuse of some existing buildings and infrastructure. In conjunction with the closure of this Prison Complex, the Federal Government must undertake an environmental hazardous waste assessment and mitigation program.

When the D.C. Department of Corrections property becomes available for redevelopment, the majority of the area should be used for passive park uses and active recreation uses with public facilities, as well as the potential for residential and other uses to be developed in general conformance with the Area-Wide and Land Unit Recommendations in terms of location, character and extent. In addition, the development of public infrastructure, public facilities and institutional uses may be appropriate if in general conformance with the Area-Wide Recommendations in terms of location, character and extent. These uses include:

- the provision of arterial roadways, the provision of the major greenway trails system and the protection of the area's many environmental and heritage resources;
- the adaptive reuse of existing facilities;

- the provision of land for public facilities needed to serve the surrounding community, such as a fire station, an elementary school, a middle school, and a high school;
- the retention of land for existing Countywide facilities, such as the landfill and energy resource recovery facilities as well as land for an expansion of the water treatment plant; and
- the provision of land to be reserved for other recreational, cultural and higher educational facilities.

The following Area-Wide recommendations present overall concepts, recommendations and guidelines as the framework for the specific Land Unit Recommendations which follow the Area-Wide Recommendations. The Area-Wide Recommendations Section more specifically contains sections addressing land use, transportation, open space/pedestrian systems and public facilities.

LAND USE

The Laurel Hill Community Planning Sector (LP1) is planned for Governmental and Institutional Public Uses which can be conceptually described in two distinct parts: a southern part and a northern part. The southern portion (approximately 1,200 acres) is dominated by the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Fairfax County Water Authority Occoquan Water Treatment Facility, the Occoquan Regional Park and the Vulcan Quarry (an active rock quarry), all of which are planned to be retained for the long term.

The D.C. Department of Corrections facilities, except for the Youth Correctional Facility, are primarily located on the northern portion of Planning Sector LP1 (approximately 1,900 acres). These facilities include the Medium Security Occoquan Facility, the Training Academy, the Dairy Farm, the Minimum Security Facility, the closed Rifle Range, the Maximum Security Facility, the Central Facility, and the Transportation Facility. These facilities are separated by large expanses of open space and Environmental Quality Corridors, which encompass approximately twenty-five percent of this portion of the planning sector.

When the correctional facilities of the D.C. Department of Corrections are relocated in their entirety, the approximately 1,900 acres in the northern portion of LP1 is planned for open space, parkland, recreation and public facilities except for a portion of the area north of Silverbrook Road which is planned for residential development and a redevelopment area located on the northwest portion of the Maximum Security/Central Facility. In addition, some existing correctional facilities are planned for either preservation as heritage resources or to be adaptively reused. If some of these correctional facilities are determined to not be feasible for adaptive reuse, after a public hearing by the Board of Supervisors, then these areas should be used for park and open space. (See Figure 9: Land Use Concept Plan.)

The significant Environmental Quality Corridor (EQC) system, the significant heritage resources and the biologically sensitive areas located on the northern portion of LP1 are envisioned to be preserved as major resources by being incorporated into several County parks. Some of the EQC and heritage resources will be linked by a public golf course, which is envisioned to stretch between Silverbrook Road and Giles Run, linking the Rocky Branch EQC with the Giles Run EQC. A major greenway trail is envisioned to utilize the old rail bed that traverses LP1 from the northeastern corner and ultimately connects with the Occoquan Regional Park, thus forming a significant interconnected open space system within LP1. These open space

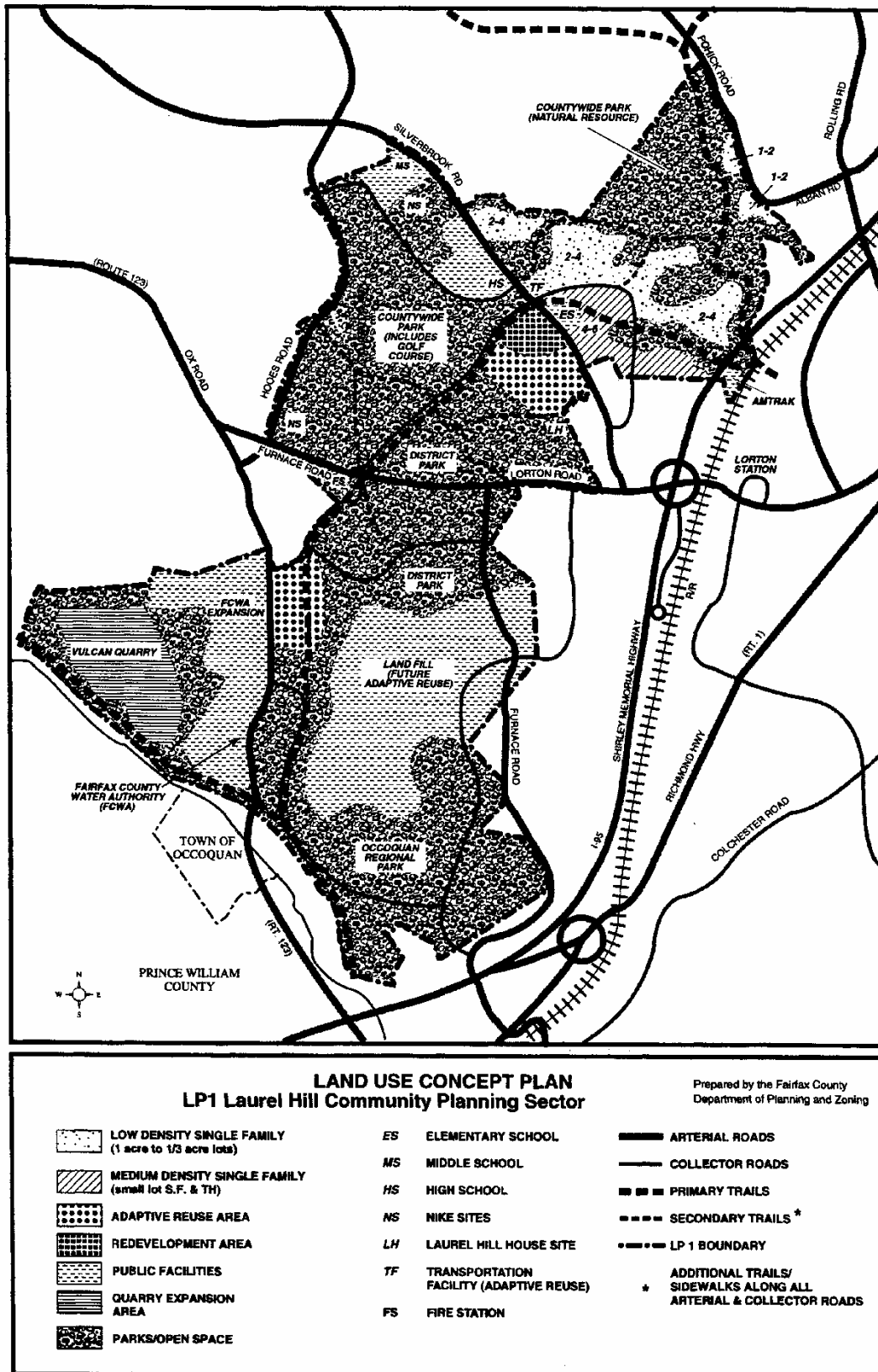


FIGURE 9

resources, such as the EQC and heritage sites, are to be incorporated in public parks, with park and open space areas to the north of the I-95 landfill being conveyed to the Fairfax County Park Authority.

Residential neighborhoods located north of Silverbrook Road are envisioned to develop in a manner that will interconnect this residential development with the surrounding open space system. This will result in predominately single family detached housing at densities of 1-2, 2-4, and 4-6 dwelling units per acre (i.e., calculated on the developable land excluding EQC areas). A portion of the area planned for residential development is to be considered for the land trade as mentioned in the "Lorton Technical Corrections Act of 1998." If commitments for the land trade are not made by June 30, 2000, the Board of Supervisors should determine whether it is in the best interest of the County to extend the date for consideration of a land trade, or whether the recommendations in the Plan that assume "no trade" should apply. If the recommendations that assume "no trade" should apply, the area that is planned for residential use should develop at a level no greater than the mid-point of each sub-unit's density range as indicated under the Land Unit Recommendations. In addition, if the land trade doesn't occur, additional land in Land Units 1 and 2 should be used for park and open space as indicated under the Land Unit recommendations. If possible, any proceeds from the sale of this land should be used to provide funding for the demolition of structures at the Central and Maximum Facilities that are deemed by the Board of Supervisors to not be appropriate for preservation as heritage resources or for adaptive reuse.

The redevelopment area on the northwestern portion of the Central Facility is envisioned to provide a potential Graduated Care Facility for the elderly which may include support retail and service uses as well as for other governmental and institutional uses, excluding hospital uses. The remainder of the Central Facility is planned for preservation as heritage resources or adaptive reuse. Adaptive reuse may include non-hospital institutional, public, and recreational uses. Those structures which have been determined, after a public hearing by the Board of Supervisors, to not be appropriate for preservation as heritage resources or for adaptive reuse should be demolished. A condition for any development should be to provide for demolition of structures that are within or immediately adjacent to the redevelopment area. The Occoquan Facility is planned for adaptive reuse which may include a variety of other uses such as non-hospital institutional uses, public uses, educational uses, cultural and art uses, research and development uses, and recreational uses. Specific sites that should be considered for adaptive reuses and preservation include the ballfield, food center, gymnasium, chapels, landscape office, blacksmith shop, administration building, educational facility, locomotive shop, slaughterhouse, and two towers (W45 and W46). At both of these locations, older solid masonry structures are where the adaptive reuse is anticipated to be concentrated. These areas are to be conveyed to Fairfax County and/or the Fairfax County Park Authority. (See Figure 10 for an example of these structures.)

The remainder of the northern portion of LP1 is planned for public facilities as shown on Figure 9: Land Use Concept Plan. The elementary, middle, and high school sites are to be conveyed to Fairfax County. The remaining public facilities such as the fire station, are also to be conveyed to Fairfax County.

The southern portion of LP1 is anticipated to retain the following uses: the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Fairfax County Water Authority, the Occoquan Regional Park and the Vulcan Quarry and is planned accordingly for governmental and institutional uses, public park, and private recreation. The portion of the I-95 Landfill not being used for ash debris is under closure, which should be conveyed to Fairfax County and is intended to be used for adaptive recreational reuse at some undefined point in the future. The I-95 Energy/Resource Recovery Facility should continue to operate under the current lease agreement, and subsequent to the expiration to the lease, may at the option of the Board of Supervisors, convey to Fairfax County. The Occoquan Regional Park is anticipated to expand

northward to the southern boundary of the I-95 Landfill with this area being conveyed to the Northern Virginia Regional Park Authority; and the Fairfax County Water Authority property has been expanded to include all of the area abutting the west side of Ox Road (Rt. 123).

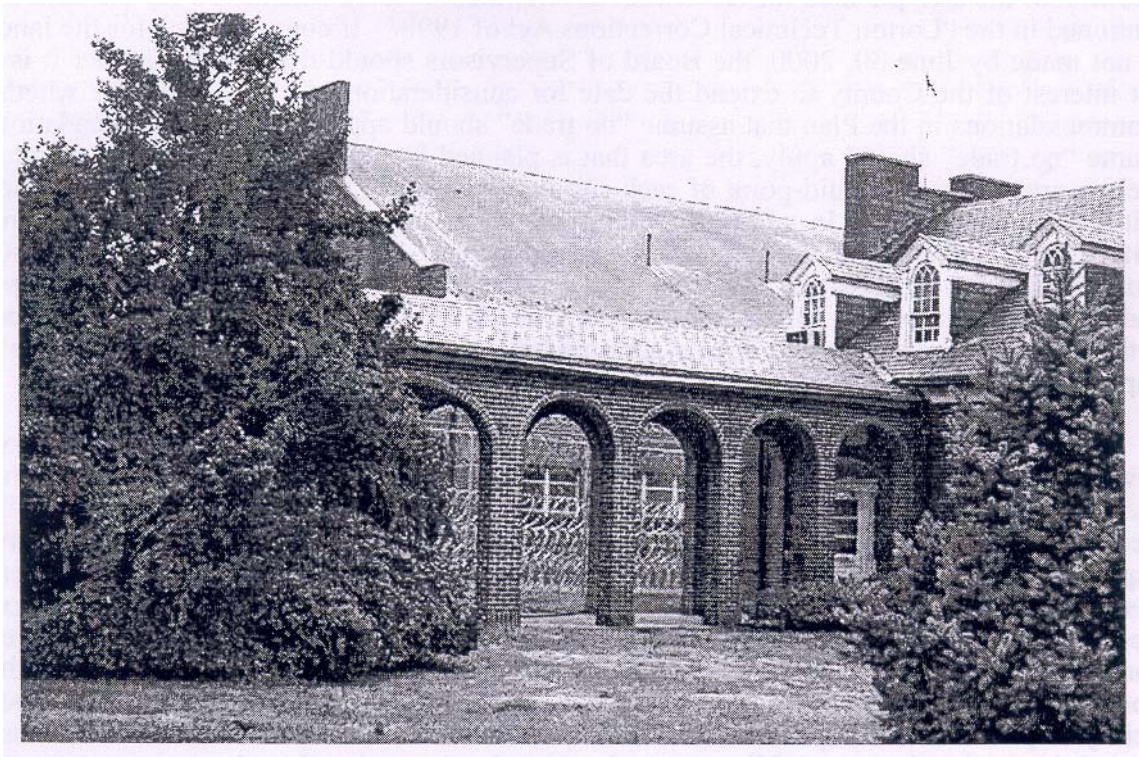


Figure 10: View from Route 123 of the Administrative Building and the Occoquan Facility, Circa 1914

Land Use and Design Recommendations and Guidelines: The following is provided to implement the land use concept.

- The areas proposed for redevelopment as residential neighborhoods should be of a compatible use and density with existing and/or planned land use in the surrounding residential areas.
- In the areas planned for residential development, the use of cluster development should be encouraged as a means of defining and preserving open spaces, integrating natural features into site design, providing visual relief through varied lot sizes and further creating and defining a sense of community.
- All planned development should be designed to take advantage of the many EQCs as an important development amenity; to enhance vistas to heritage resources; to work with the

site topography; and to create a cohesive design which will contribute towards a sense of place.

- In the County-wide park south of Silverbrook Road, a public golf course should be provided and should be designed in a manner that physically connects the EQCs and greenways.
- A pedestrian and bicycle circulation system (i.e., trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road). This system of trails and sidewalks should provide linkages between residential areas and the Stream Valley Parks and Trail System. (See Open Space/Pedestrian Systems Section for additional guidance.)
- A Graduated Care Facility for the elderly which may include support retail and service uses should be provided and located in the redevelopment area at the Central Facility to take advantage of the potential facilities such as recreational and educational uses which are planned to be located in this general area.
- Educational opportunities such as vocational, technical, adult education and higher learning are encouraged and should be located in the two main adaptive reuse areas. The Occoquan Facility, in particular, is encouraged to be adaptively reused for educational purposes or a museum for heritage and cultural preservation.
- Historic buildings and sites should be either incorporated into public parks or adaptively reused where appropriate to ensure that these resources are adequately conserved and protected.
- Due to the high potential for Archaeological Resources in this Sector, a Phase 1 Archaeological Survey should be performed prior to any development. Based on the findings from the Phase 1 survey, a Phase 2 and, if needed, a Phase 3 with mitigation/conservation plans should be developed, which may result in recommendations for historic districts and/or landmark designations.
- Development should occur in conjunction with the provision of planned and programmed transportation and public facilities sufficient to serve the proposed development. (See Transportation and the Public Facilities Sections for additional guidance.)
- In order to strengthen the surrounding community's identity and sense of place, consideration should be given to the renaming of roads based on realignments such as the need to rename the Lorton/Furnace Road realignment. For example, this realignment could be named "Lorton Road" with portions of the existing alignment of Lorton Road renamed to "Old Lorton Road."
- The EQC areas and associated stream valleys should be preserved as open space with clearing and grading on abutting areas done in a manner to minimize the negative impacts of erosion and siltation on adjacent Environmental Quality Corridors and the associated streams.

TRANSPORTATION

The Laurel Hill Community Planning Sector is served by an extensive transportation network. Primary highway access into the area is provided by Interstate 95 and U.S. Route 1, both located to the east and south of Planning Sector LP1, and Virginia (VA) Route 123, which passes north/south through the western portion of LP1. Secondary roadway access into LP1 is provided by five arterial roads: Lorton Road, Silverbrook Road, Furnace Road, Hooes Road, and Pohick Road. All of these roadways are planned to be improved to serve future through traffic and the surrounding communities. Figure 11 shows the recommended Transportation Plan.

The peak hour traffic generation of this sector's planned residential development and public facilities is not expected to exert substantial pressure on surrounding area roadways. However, with its proximity to Shirley Highway (I-95), Route 123, and Route 1, this area will be subjected in the future to increasing levels of through traffic. Commuting demand is forecast to grow substantially across the Occoquan River and in the I-95 corridor, and will affect facilities in this area. For these reasons, several improvements to the existing arterials within or adjacent to this planning sector are needed that are designed to accommodate through travel demand and thereby take pressure off the residential street network.

To implement the land use concept for this planning sector, the following transportation recommendations will need to be addressed. These recommended improvements are supported by a series of policy guidelines which are intended to ensure that the provision of transportation facilities is concurrent with or in advance of redevelopment of the D.C. Department of Corrections property and that there is adequate funding. These recommendations are divided into the following categories: Transportation Needs, Roadways and Circulation and Public Transportation Recommendations and Guidelines.

Transportation Needs - Policy Recommendations and Guidelines: A central transportation planning issue is the basic need to appropriately sequence transportation improvements with planned development. The following guidelines have been developed to set the framework and guide future redevelopment of the D.C. Department of Corrections property:

- Optimize utilization of public transportation to serve travel demand - With the proximity of public transportation and HOV facilities in adjacent areas, measures should be identified in the development application process indicating how these facilities and services will be utilized to reduce travel demand.
- Maintain an acceptable level-of-service (LOS) on the roadway system - A traffic LOS D standard has been applied within the County's Suburban Neighborhoods. At this service level, significant delay is experienced at intersections during the peak hours of travel, and congestion becomes more noticeable. The development application should include analyses which demonstrate that the proposal can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where they cannot.
- Provide adequate funding for transportation improvements - A combination of public and private sector funding will be necessary to cover the costs of transportation improvements to serve this area. For example, private funds should provide full frontage improvements along the north side of Silverbrook Road when the area north of Silverbrook is developed with residential uses, as well as any additional improvements needed to mitigate the proposed development traffic impacts.

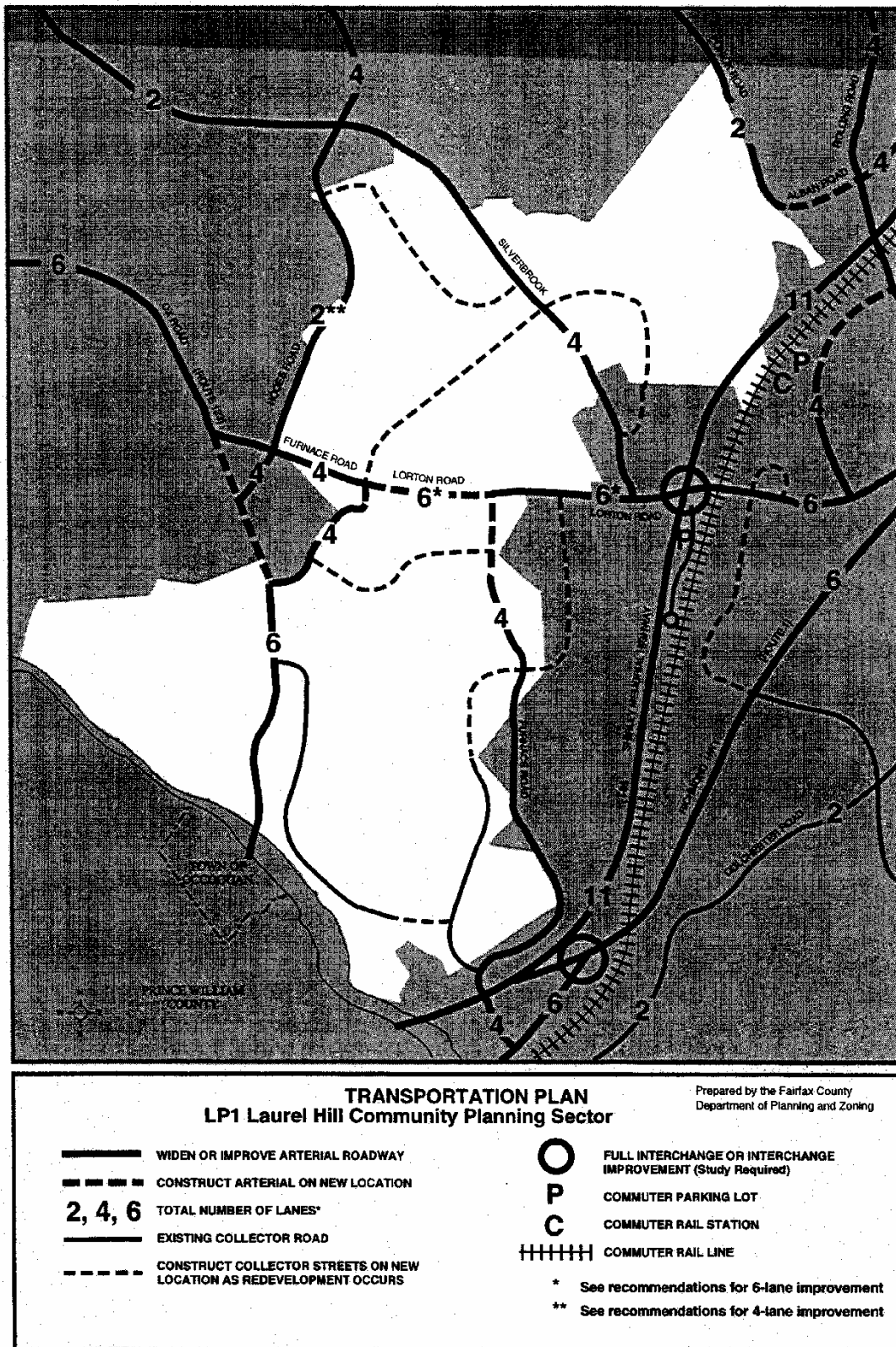


FIGURE 11

Roadways and Circulation Recommendations and Guidelines: Roadway and circulation recommendations address needed improvements to the arterial roadway network, collector streets, and pedestrian system. Arterial roadway facilities subordinate local access to the primary function of carrying through traffic. Arterial roadways on the site consist of major and minor arterials. Major arterials provide some access to abutting land, although the primary function is to carry through traffic. Minor arterials carry a mix of local and through traffic, with partial control of access. Collector streets are designed to route traffic to and from local streets to the arterial road system. Collector streets generally are not intended to attract through trips, but instead provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements are provided in conjunction with development activity. The following recommendations are provided with respect to roadway and circulation improvements:

- A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the site, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road through this area, interconnecting Route 123, I-95, and Route 1. The eastern portion of this road which extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, should be initially constructed as a 4-lane section; however right-of-way for a 6-lane section should be provided to allow potential widening if necessary in the future. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should incorporate a landscaped median and other design features to strengthen the area's sense of place. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes to better direct traffic to and from Rt. 123, such as truck traffic from the Vulcan Quarry destined to I-95.
- Additional improvement to the I-95/Lorton Road interchange will be necessary to accommodate redevelopment within LP1. With the substantially increased traffic expected to enter Shirley Highway from the site, interchange improvements will be needed.
- The improvement of Hooes Road, between Route 123 and the Fairfax County Parkway, is needed to accommodate current and future traffic loads. Improvements to Hooes Road should be phased in three sections, as follows:
 - Phase 1: Hooes Road from Route 123 to Furnace Road: Should be improved to 4 lanes in conjunction with Route 123 improvements.
 - Phase 2: Hooes Road from Silverbrook Road to Fairfax County Parkway: Improvement is needed to handle the traffic generated by the existing communities and should be the second portion of Hooes Road to be improved to 4 lanes.
 - Phase 3: Hooes Road from Furnace Road to Silverbrook Road: When the Lorton Reservation is proposed for redevelopment, right-of-way should be reserved for a future four lane improvement. Prior to redevelopment, consideration should be given to improving the existing substandard 2 lane road to VDOT standards. Improvement to 4 lanes for this section of Hooes Road should only be considered after the completion of other planned major arterial improvements in the area, and if recommended in a transportation study for the purpose of providing capacity for through traffic.
- Collector roadway improvements identified in the Transportation Plan Map (Figure 11) should be fully constructed in conjunction with the proposed redevelopment as well as designed as primary access to arterial roads. Collector roads should be aligned to

discourage the use by through traffic. Construction of local streets which directly access arterial roads should be discouraged.

- All collector and arterial roadways should include sidewalks or trails in the initial construction to facilitate pedestrian circulation throughout this area, in accordance with the Open Space/Pedestrian Systems Guidelines.
- Along major commuter routes, separate bicycle lanes or trails should be encouraged to accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally run along Lorton Road, Lorton Road Realigned and Route 123.

Public Transportation Recommendations and Guidelines: Public transportation service improvements within LP1 need to take advantage of the proximity of the site to the Virginia Railway Express (VRE) Commuter Rail Station in Lorton, the existing Amtrak Auto-Train Station and the proposed Amtrak Inter-City Commuter Train Station both located immediately north of Lorton Road near the I-95 interchange, the existing park- I and-ride facility located south of Lorton Road near the I-95 interchange, and the Shirley Highway -95 high-occupancy vehicle (HOV) lanes. The availability of these facilities for commuting to and from this area provides opportunities for future enhancement of transit and HOV usage. The following guidance is provided with respect to public transportation:

- The Lorton Road park-and-ride lot has been closed due to the reconstruction of the Lorton Road underpass of the CSX railroad. A replacement facility is being planned and will serve some of the transit needs of the future development within LP1.
- As residential development is established north of Silverbrook Road, bus transit services from the area to nearby transit facilities and other appropriate destinations should be provided to the extent that funding levels and other Countywide transit needs allow.

OPEN SPACE/PEDESTRIAN SYSTEMS

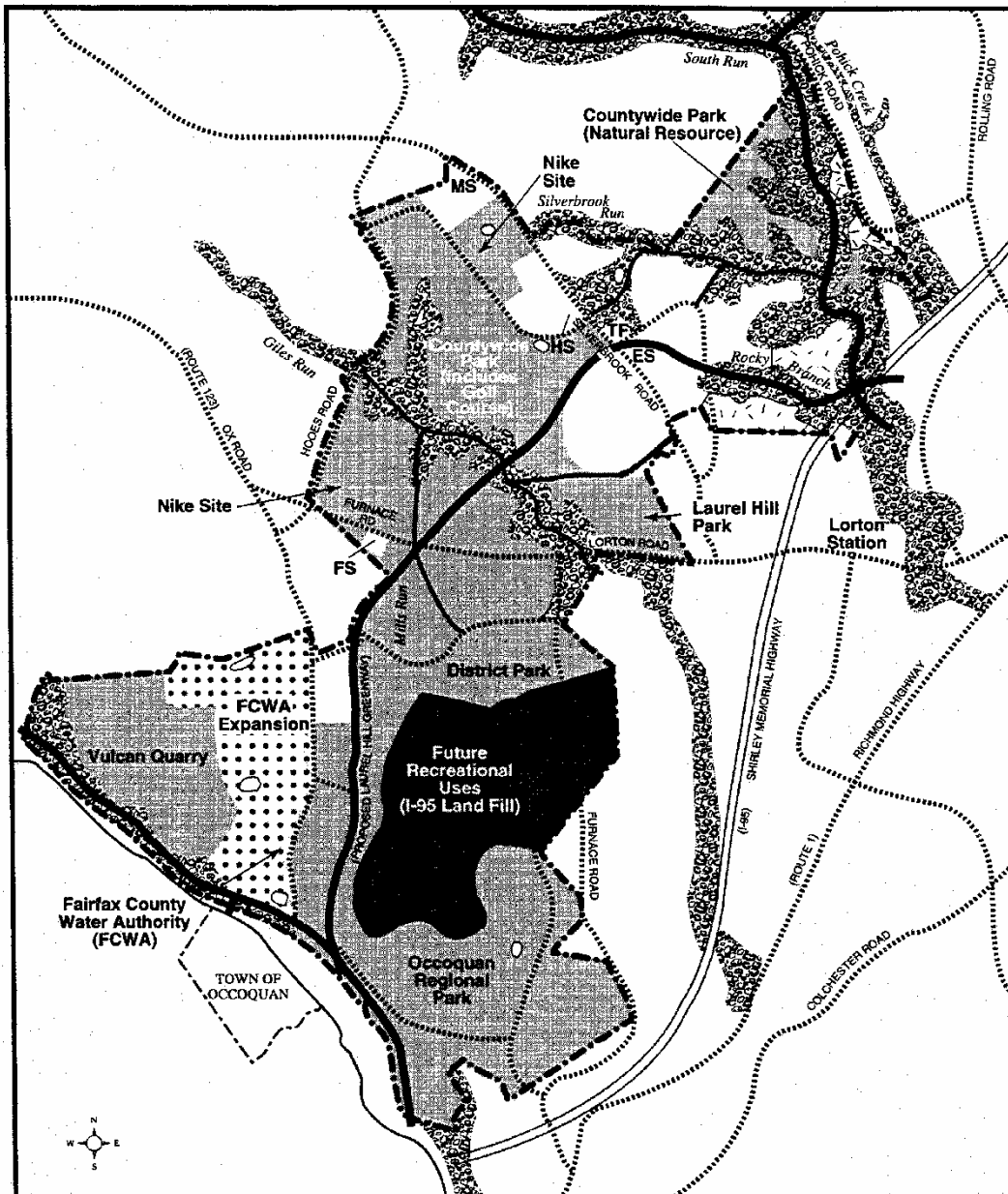
As indicated in the Land Use Section, the LP1 Laurel Hill Community Planning Sector is planned for Governmental and Institutional Public Uses, with the northern part containing the D.C. Department of Corrections facilities and the southern part of the sector dominated by uses such as the I-95 Landfill, the I-95 Energy/Resource Recovery Facility, the Occoquan Water Authority, the Occoquan Regional Park and the Vulcan Quarry which are all planned to be retained over the long term. Prior to the relocation of the correctional facilities, the only planned expansion to the open space system within LP1 is the Occoquan Regional Park, which is planned to expand to the east and north, to the boundary of the I-95 Landfill, ultimately encompassing the Youth Correctional Facility.

When the correctional facilities of the D.C. Department of Corrections relocate, and the northern part of LP1 is available for redevelopment, the opportunity to expand the open space/pedestrian systems and recreational facilities within LP1 dramatically increases. There are several significant Environmental Quality Corridors (EQC) and heritage resources located within the northern part of LP1, which are envisioned to serve as major resources in new County parks. Some of the EQC and heritage resources are planned to be linked by a public golf course, which is envisioned to stretch between Silverbrook Road and Giles Run, linking the Rocky Branch EQC with the Giles Run EQC, thus providing for both recreation and environmental linkage to the greenway system. A major greenway trail is envisioned to utilize the old rail bed that traverses LP1 from the northeastern corner and ultimately connects with the Occoquan Regional Park, thus forming a significant interconnected open space system within LP1, enhancing wildlife habitats and heritage resources, as well as providing pedestrian linkages.

The new parks, which include one Community Park, two District Parks, two Countywide Parks, and one Regional Park, will be of the character as generally set forth in the Land Use Recommendations and will be planned for multiple recreational and leisure uses. Prior to developing as parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for each park. Park use and development in each of the park areas will be sensitive to the preservation and interpretation of significant natural and heritage resources identified within each area. See Figure 12 which presents the major open space and pedestrian system for LP1.

Open Space/Pedestrian Systems Recommendations and Guidelines: The following guidance to implement the open space and pedestrian system concept is provided:

- The abandoned railroad bed running through Planning Sector LP1 should be developed as a major linear open space feature to be known as the Laurel Hill Greenway. The Greenway corridor will generally be 80 to 100 feet in width unless constrained by the location of existing facilities suitable for preservation and/or reuse. The trail within the Laurel Hill Greenway will be planned and developed for multipurpose non-motorized usage, (i.e., pedestrian and bicycle) and should link the planned residential neighborhoods north of Silverbrook Road, with the two adaptive reuse areas and with recreational amenities, as well as providing pedestrian linkages between the South Run/Pohick Greenway and the Occoquan Regional Park.
- The Laurel Hill Greenway, which is planned to be the major linear open space feature within LP1, should be developed in phases as the redevelopment of the D.C. Department of Corrections property occurs.
- The EQC areas and associated stream valleys such as Pohick Creek, South Run, Rocky Branch, Silverbrook Run, Giles Run and Mills Branch should be preserved as open space with public access. Clearing and grading adjacent to these areas should be done in a manner that minimizes the negative impacts of erosion and siltation on EQCs and the associated streams.
- Within the Countywide Park south of Silverbrook Road, an 18 hole public golf course and related facilities should be provided and designed in a manner that physically links the adjacent EQC areas and greenways which will link the Rocky Branch EQC area with the Occoquan Regional Park. This facility should be designed as a quality public golf course comparable to the Fairfax County Park Authority's Pleasant Valley Golfers' Club and Twin Lakes Golf Course. Any net revenue from the proposed public golf course must be used for development, operation, and/or maintenance of parkland and recreation facilities; and for the study, preservation, and for restoration of natural and heritage resources.
- Pedestrian and bicycle circulation systems (trails and sidewalks) should be provided adjacent to all arterial and collector roads within the property (i.e., Silverbrook Road, Hooes Road, Lorton Road, Ox Road and Furnace Road), thus becoming an integral element of the overall transportation network. These trails should provide linkages with the new



TRAILS AND OPEN SPACE SYSTEMS
LP1 Laurel Hill Community Planning Sector

Prepared by the Fairfax County
 Department of Planning and Zoning

- | | |
|---|---|
| MAJOR GREENWAY TRAILS | PARK/PUBLIC OPEN SPACE |
| SECONDARY GREENWAY TRAILS | EQC (eg. STREAM VALLEYS) |
| TRAILS/SIDEWALKS ADJACENT TO ROADS | OTHER MAJOR RECREATION USES |
| INTERSTATE I-95 | EXISTING AND FUTURE PUBLIC FACILITY |
| LP 1 BOUNDARY | POTENTIAL OPEN SPACE (IF NOT NEEDED FOR LAND TRADE) |
| ES ELEMENTARY SCHOOL | MS MIDDLE SCHOOL |
| HS HIGH SCHOOL | FS FIRE STATION |
| TF TRANSPORTATION FACILITY (ADAPTIVE REUSE) | EXISTING PONDS |

NOTE: Neighborhood Parks incorporated into residential developments (not shown).

FIGURE 12

residential neighborhoods north of Silverbrook Road, the adaptive reuse areas, the EQC areas and the Northern Virginia Regional Park system.

- The pedestrian and bicycle circulation systems should be constructed with private and public resources. Responsibility for maintenance would be as follows: trails on the Countywide Trail System such as Pohick Stream Valley, Lorton Road, Furnace Road, Route 123, Hooes Road and Silverbrook Road and additional trails constructed within land to be dedicated as public park should be maintained by Fairfax County or the Commonwealth of Virginia. Other trails which are primarily along local residential streets and some collector roads as well as private open space should be maintained by the Community Association.
- Grade separated trail crossings should be provided at some major roads, such as Lorton Road. The crossings should be designed to work with the topography utilizing the stream valleys to provide crossings for both pedestrians and wildlife which go under the road rather than bridges over the road. In addition, the 'Old Furnace Road Bridge' should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road. (See Land Unit 4.)
- Along the major commuter routes, separate bicycle lanes or trails should be encouraged to accommodate bicycle commuters and high speed recreational cycling. An example of a commuter bicycle route in LP1 would generally run along Lorton Road, Lorton Road Realigned and Route 123.
- Schools should be encouraged to co-locate with park uses as shown on Figure 12, to further integrate recreational amenities and the utilization of open space.
- Laurel Hill should be preserved as a heritage resource area within a public park to ensure that it is adequately conserved.
- Within the proposed residential neighborhoods, recreational facilities should be provided that are sufficient to serve the neighborhood recreational needs of the residents.
- The two Nike sites should be incorporated into Community or Countywide Parks as heritage resource sites to ensure that these heritage resources are adequately conserved and protected.
- The former Dairy Farm facility site which is located immediately to the north of the I-95 Resource/Recovery Facility and the I-95 Landfill, should become a County Park with special purpose areas; for example, a farm park, horticultural center, athletic field complex or other recreation facilities, or equestrian center. The County Park should be an alternative if a portion of this land, up to 100 acres, is not provided to the Bureau of Land Management for their Wild Horse and Burro Program.
- The Occoquan Regional Park should be expanded northward to the southern boundary of the I-95 Landfill to include the Youth Correctional Center in order to expand both passive and active recreational opportunities for the Northern Virginia area and to preserve substantial open space and EQC areas.
- The portion of the I-95 Landfill currently under closure procedures, should be considered for adaptive reuse for active and passive recreational purposes.

- The area west of Route 123, which includes the expansion of the Fairfax County Water Authority and the Vulcan Quarry, should provide for recreational amenities and buffering for the residential communities abutting to the north and should include the trail connections to the Regional Park System.
- An equestrian trail link from the proposed equestrian trail in Occoquan Regional Park to the former Dairy Farm facility site should be considered if compatible with other recreational uses in this area.

PUBLIC FACILITIES

The LP1 Planning Sector has several major Countywide public facilities, other than parks which are covered under Open Space/Pedestrian Systems, such as the I-95 Landfill, the I-95 Resource/Recovery Facility and the Fairfax County Water Authority. These public facilities will remain with the redevelopment of the D.C. Department of Corrections property. The I-95 Landfill and the I-95 Energy/ Resource Recovery Facility are planned to be retained for the long term. The I-95 Landfill is currently under closure procedures which have a 30 year duration. The I-95 Energy/Resource Recovery Facility is under contract until 2011, with additional capacity for several decades beyond 2011. Five years prior to 2011, a study should be conducted that evaluates the desirability of the continued use of the I-95 Energy/Resource Recovery facility by the County. The Fairfax County Water Authority Facility is planned to expand in order to meet the long term water treatment needs for Fairfax County. The Northern Virginia Regional Park System (specifically the Occoquan Regional Park) is also planned for expansion and is covered under the Open Space/Pedestrian System Section. These existing public facilities should be developed with the following guidance:

- The portion of the I-95 Landfill currently under closure procedures, should be considered for adaptive reuse for active and passive recreational purposes and should be part of the long-term expansion program for the Occoquan Regional Park to further serve the needs of the Northern Virginia area.
- The Fairfax County Occoquan Water Treatment Facility has been expanded northward to the northern boundary of LP1 in order to meet the long term water treatment needs for Fairfax County. Buffering and screening along Route 123 and the northern boundary should be provided. The existing ponds north and south of the new treatment facility should be preserved as natural resource areas. As an interim use, land not needed for the expansion should be used by the Fairfax County Park Authority for athletic fields. In addition, a new 42 inch water main is planned to replace the existing main that crosses the Department of Corrections property. The location of this water main should take into consideration the planned middle and high school sites.

With redevelopment of the Corrections property, additional public facilities and utilities will be needed to serve the development on the property as well as the surrounding community. These include an elementary school, a middle school, a high school, and a potential fire station which will serve the surrounding area as well the new residential development.

Public Facilities Recommendations and Guidelines: The following recommendations and guidelines to implement the public facility and utility needs of any redevelopment of the D.C. Department of Corrections property are provided:

- An elementary school site should be provided to serve the needs of the proposed planned residential development. A middle school site and a high school site should be provided to serve both the needs of the planned residential development and the surrounding residential

areas. The provision of these school sites should be coordinated with Fairfax County Public Schools. Consideration should be given to locating these school facilities as shown on Figure 9 entitled 'Land Use Concept Plan' to integrate recreational and educational opportunities.

- If a site for Fire and Rescue has not been located off-site to serve this area, then at the time of redevelopment, a site of approximately 5 acres should be provided on the D.C. Department of Corrections property. The location of that site should be on the south side of Furnace Road between Hooes Road and Lorton Road as shown on Figure 9, with the specific site location to be coordinated with Fire and Rescue. In addition, there should be the potential for a future police substation, which may co-locate with the fire and rescue station or choose to adaptively reuse an existing structure such as at the Occoquan Facility or the existing Transportation Facility.
- Adaptive reuse of existing buildings for public facilities should be provided as indicated in the Land Unit Recommendations.
- Many of the existing utilities should be maintained to facilitate the adaptive reuse of some existing buildings, to provide utility services to new uses to be located on the property and to serve the surrounding area. In some instances, additional utility easements and right-of-ways will be necessary as older lines are replaced or new ones are needed to provide utility services to future development in the area. For example, north of Silverbrook Road, gravity flow sewer lines will need to be constructed from east of I-95 to serve the residential development, the public schools and other uses that are planned along Silverbrook Road.

LAND UNIT RECOMMENDATIONS

In order to provide more specific guidance, Planning Sector LP1 has been divided into six areas called 'land units' and most land units are further divided into 'sub-units' (see Figure 13: Land Unit Locator Map). Within each of the following Land Unit descriptions, the Plan reiterates the overall vision for the area and makes recommendations that will facilitate the implementation of that vision. Within each Sub-unit, the Plan provides for specific recommendations that help establish the planned land uses and densities, conservation/preservation areas, and the related public improvements necessary to facilitate the development of the property in accordance with the overall Plan. Since the areas planned for residential development include large expanses of EQC land, all density range guidance in this section is for 'developable residential land' which excludes EQC and other planned open space and public facility land areas.

LAND UNIT 1

Land Unit 1 is comprised of approximately 235 acres, of which approximately 91 percent is in environmentally sensitive areas (see Figure 14). The land unit is wedge shaped and is generally bounded by Pohick Road to the northeast; Newington Forest Subdivision to the northwest; and Rocky Branch, South Run and Land Unit 2 on the south. The South Run EQC flows north-south through the land unit and serves as the divide between Sub-unit 1A and 1B.

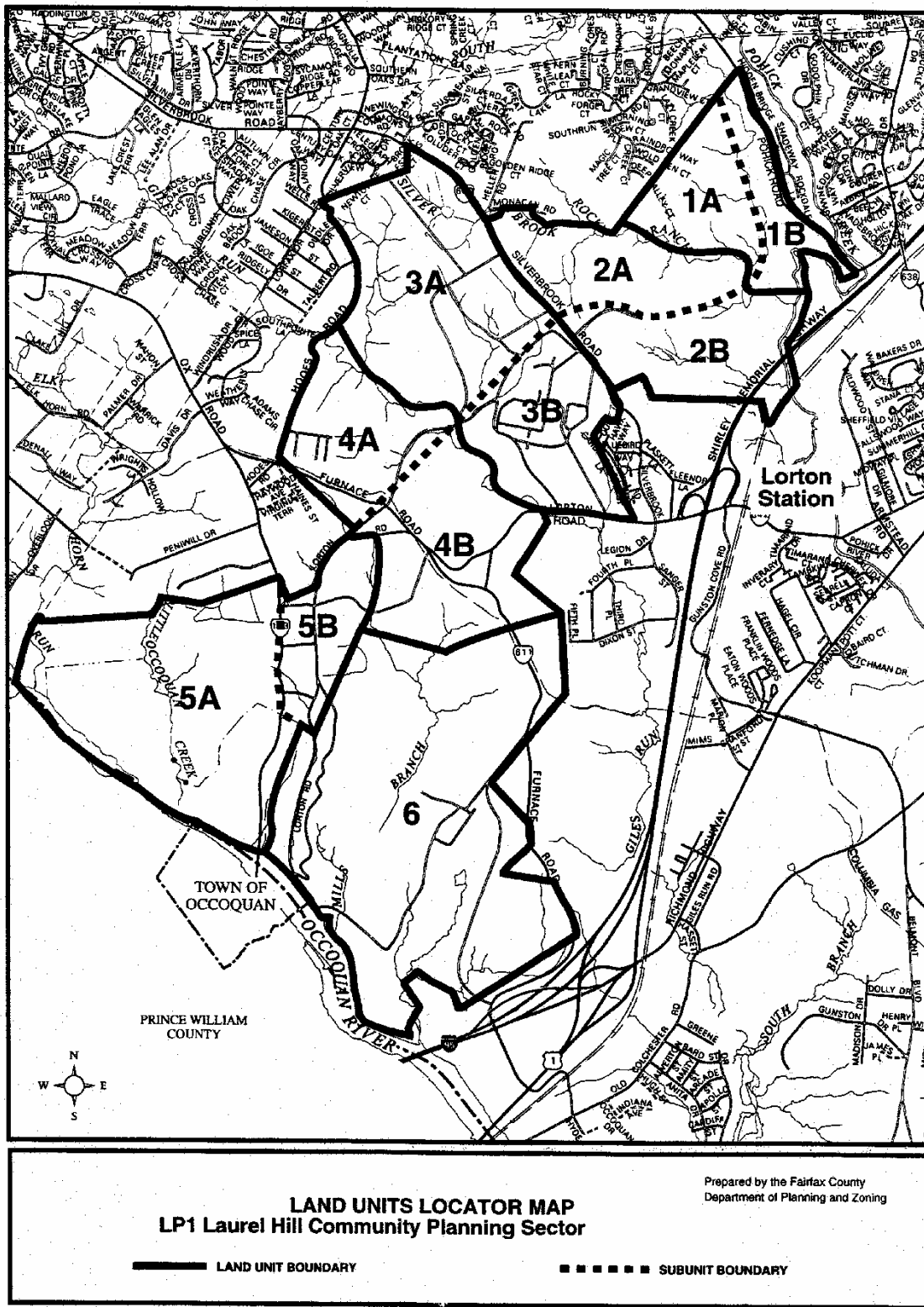


FIGURE 13

The three stream valleys or EQC areas associated with Pohick Creek, Rocky Branch and South Run are major environmental features which should be preserved. Most of the remaining non-EQC acreage, which is an upland hardwood area, should be preserved as a part of a Countywide Natural Resource Park located in Land Units 1 as well as a portion of Land Unit 2. Only the non-EQC acreage abutting Pohick Road should be developed with residential use. Development and open space preservation should be in accordance with the following Land Unit guidance as described under the guidance for the Sub-units.

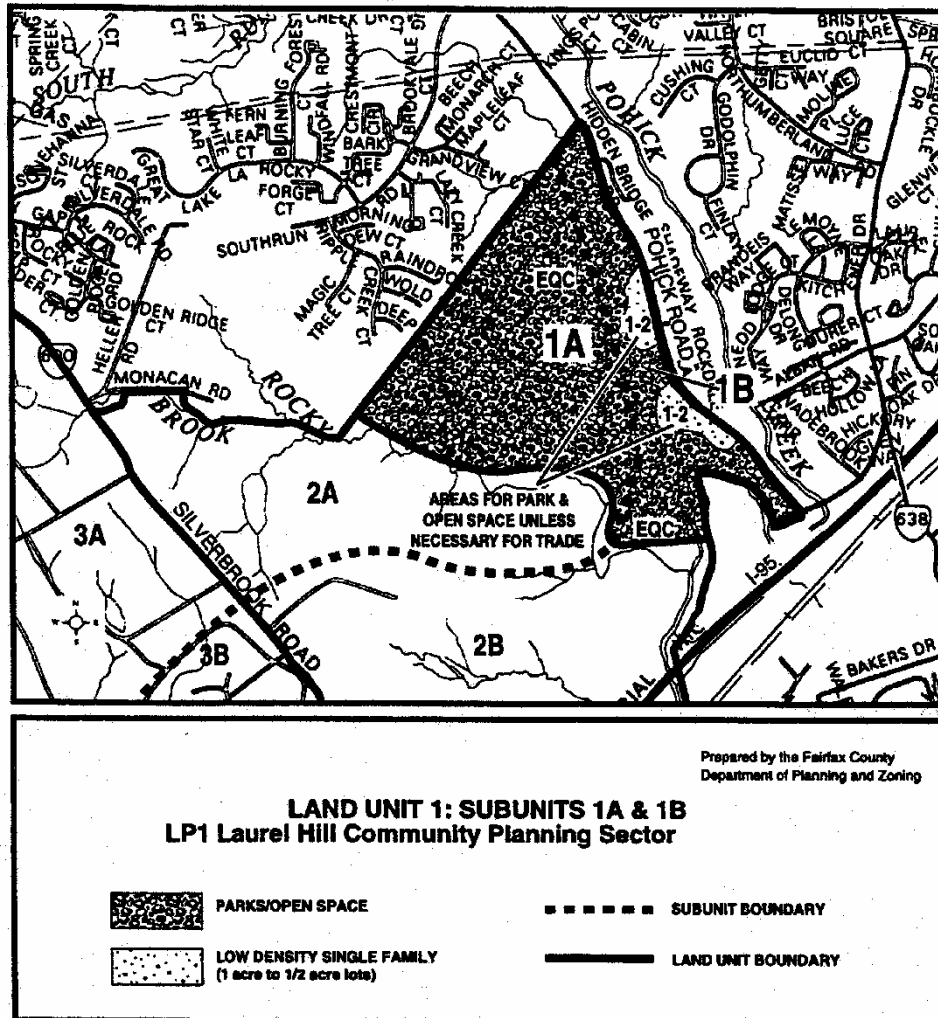


FIGURE 14

Sub-unit 1A: The EQC land, as well as the non-EQC land (i.e., the upland hardwood area) within Sub-unit 1A is planned for a Countywide Natural Resource Park with limited facility development. Limited facility development may include, for example, trails, wildlife observation areas and an interpretive center. The vast majority of this sub-unit will remain in its natural undisturbed state.

Sub-unit 1B: Within Sub-unit 1B, there are two distinct areas that abut Pohick Road and are separated by EQC. These areas are adjacent the Laurelwood Subdivision which is developed at 1 dwelling unit per acre. Both are planned to residential use at 1-2 dwelling units per acre, with the following additional guidance:

- Residential use should be designed to be compatible with the adjacent residential developments which would result in single family detached housing units.
- Vehicular access should be provided only via Pohick Road (Rt. 641) to the east.
- Should the land trade, as permitted by the Lorton Technical Corrections Act of 1998, not occur, these two areas should be considered for inclusion in the Countywide Natural Resource Park.

LAND UNIT 2

Land Unit 2 is comprised of approximately 370 acres, of which approximately 40 percent is considered to be located within environmentally sensitive areas and approximately 60 percent is developable (see Figure 15). The land unit is generally bounded by EQCs consisting of Silverbrook Run, Rocky Branch and South Run on the north; Shirley Memorial Highway (I-95) on the east; the Lorton-South Route 1 Community Planning Sector to the south; and Silverbrook Road on the west. Secondary tributaries to South Run generally flow west to east through the land unit and serve as the divide between Sub-unit 2A and 2B. The D.C. Department of Corrections Transportation Facility, opened in 1996, is located on Silverbrook Road in this Land Unit.

As in Land Unit 1, the stream valleys or EQC areas are major environmental features which should be preserved as part of the Countywide Natural Resource Park. In Land Unit 2, these areas are associated with Pohick Creek, Rocky Branch, South Run and Silverbrook Run. A portion of the remaining non-EQC acreage should be considered for residential development that may facilitate the land trade permitted by the Lorton Technical Corrections Act of 1998. The portion of the trail within the Laurel Hill Greenway, located within this land unit, should be constructed along with any development that is planned for this land unit. In addition, any development proposal should be in accordance with the following Land Unit guidance and densities should only exceed the mid-point of each sub-unit's density range if necessary to facilitate the land trade.

Sub-unit 2A: The land within Sub-unit 2A is primarily gently rolling terrain with steep slopes to the north, abutting the EQC. Except for the transportation facility which is planned for adaptive reuse, this Sub-unit is planned for single family detached housing at 2-4 dwelling units per acre with the following additional guidance:

- The residential use should be designed to be compatible with adjacent properties and uses.
- Adequate buffering and screening should be provided between any residential development and the current Transportation Facility.

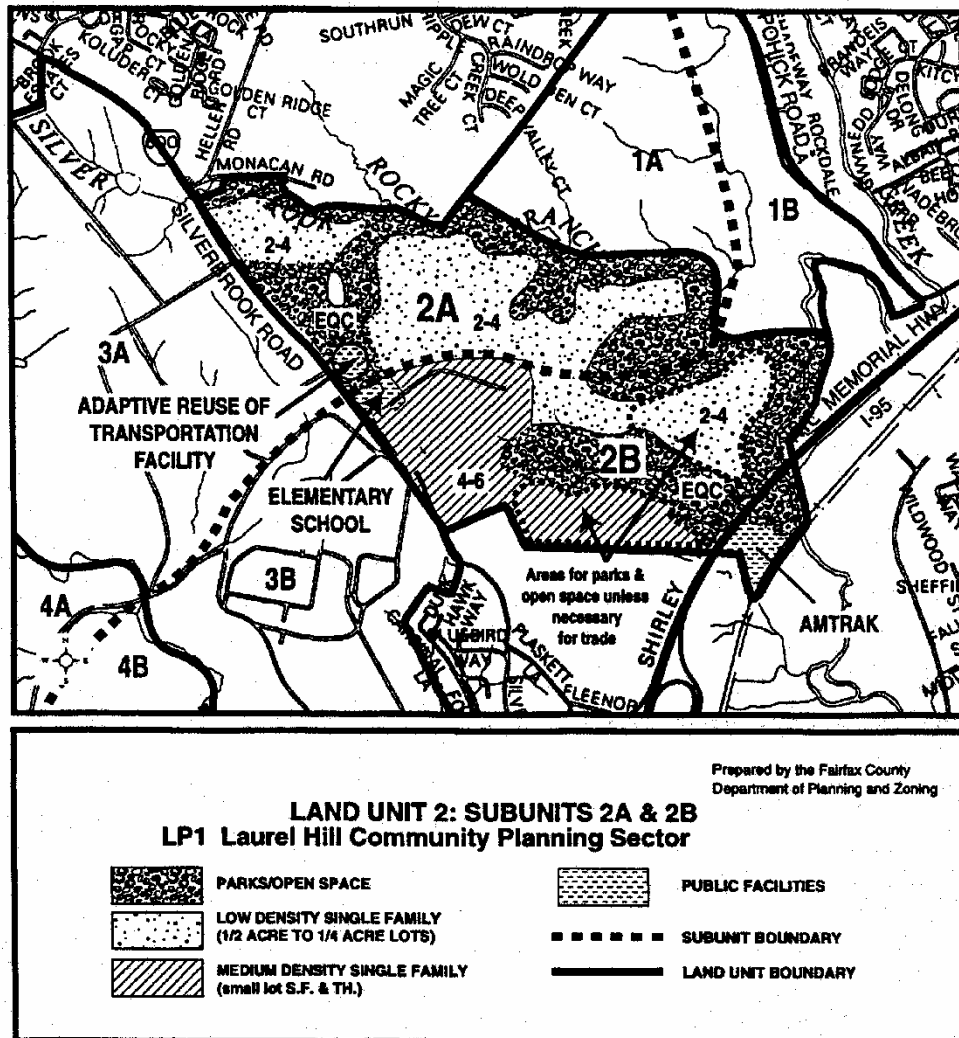


FIGURE 15

- The current Transportation Facility should be adaptively reused, which will not include use by the County for maintenance of vehicles, similar to the existing use. This adaptive reuse may include a school, police station, library, community center and/or a fire station, and should be designed and operated in a manner that is compatible with the surrounding residential areas. Should the Board of Supervisors determine that it is not desirable or feasible to adaptively reuse the existing transportation facility, the land area should be considered for single family detached housing at 2-4 dwelling units per acre or as an alternative location for the proposed elementary school. If the transportation facility is to be developed with the elementary school, a substantial buffer area should be provided adjacent to Silverbrook Road and access should be provided from the abutting collector road.
- Some small lot single family or cluster housing may be considered within this Sub-unit to preserve additional open space, especially along the eastern portion of the sub-unit where the terrain is more hilly.

Sub-unit 2B: The developable land within Sub-unit 2B is subdivided by EQC, creating two distinct areas. This EQC includes the northern terminus of the Laurel Hill Greenway and the primary sector trail. The area located to the northeast is planned for single family detached at 2-4 dwelling units per acre. The developable area on the south and west is planned for residential use at 4-6 dwelling units per acre with a potential elementary school abutting the southern boundary of the current transportation facility that is located in Sub-unit 2A. The south side of this Sub-unit abuts Sub-unit A2 of the Lorton-South Route 1 Community Planning Sector, which is planned for residential use at 8-12 dwelling units per acre. Development in Sub-unit 2B may occur with the following additional guidance:

- If the elementary school is located within this sub-unit, the school's minimum land area should be a 15 acre site with 6 acres for the building, parking and circulation and 9 acres for recreation facilities and open space. The elementary school, if developed in this area, should be sited away from Silverbrook Road and should have access from this sub-unit's collector road. If the school is located in Sub-unit 2A (on the current site of the transportation facility), this area should, as an alternative, be planned for residential use at 4-6 dwelling units per acre.
- The area planned for 4-6 dwelling units per acre should be designed as an active transition between the areas to the north which are planned at 2-4 dwelling units per acre and the higher planned residential development to the south in the Lorton-South Route 1 Community Planning Sector which is planned for 8-12 dwelling units per acre.
- Residential development in this sub-unit should be a mix of small lot single family detached and townhouse uses, with townhouse development limited to a maximum of 20 percent of the units within this sub-unit.
- Clustering should be encouraged due to the extensive EQC and steep slopes associated with this Sub-unit.
- Public street access should be provided to the Lorton-South Route 1 Community Planning Sector, Sub-unit A2 which is located to the south.
- Due to the extensive EQC and the related steep slopes, the northeastern (20 acre) and southeastern (30 acre) portions of this Sub-unit (as shown on Figure 15 as potential park and open space), should only be considered for development if additional value is needed for the land trade as permitted by the Lorton Technical Corrections Act of

1998. Should the land trade not occur, these areas should be used for park and open space uses.

- The area within this sub-unit that is located east of I-95 is planned for use by Amtrak and for open space.

LAND UNIT 3

Land Unit 3 is comprised of approximately 610 acres of which approximately 25 percent is in environmentally sensitive areas (see Figure 16). The land unit is generally bounded by Lorton Road and Giles Run on the south, Silverbrook Road on the north, and Hooes Road on the west. A tributary of Giles Run, with steep slopes, is located parallel to Hooes Road. The Laurel Hill Greenway generally divides the land unit into the two sub-units. In addition, three of the five major ponds in LP1 are located in this land unit. The Maximum Security and Central Facility are currently located in the eastern portion of the land unit.

Environmentally sensitive features such as Giles Run and its tributaries, heritage resources such as the Nike site and Laurel Hill House site and appropriate physical facilities such as the original Maximum Security and Central Facility Buildings (circa 1920's and 1930's), should be preserved and are planned for adaptive reuse. Development of this Land Unit should include the land uses described under the guidance for the Subunits.

Sub-unit 3A: The land within Sub-unit 3A is primarily gently rolling terrain with steep slopes to the west abutting the Giles Run EQC and its tributary. A major element in this Sub-unit is a portion of a Countywide Park which may include a public golf course adjoining the Laurel Hill Greenway. In addition to the public golf course, other open space amenities include a Community Park with an interpretive exhibit for one of the Nike Heritage Resource sites and preservation of natural resource areas associated with the ponds within the sub-unit. The remaining acreage should be developed with a middle school and high school, recreational facilities and open space. Development within this sub-unit should occur under the following additional guidance:

- Public facilities such as the proposed middle and high schools should be co-located with the abutting Community Park to integrate recreational and educational opportunities. The middle school should, at a minimum, have a 25 acre site with 10 acres for the building, parking and circulation and 9 acres for recreation facilities and open space. A portion of the middle school's open space area should be located and designed as a buffer to the adjacent residential neighborhood. The high school should, at a minimum, have a 50 acre site with 20 acres for the building, parking and circulation and 30 acres for recreation facilities and open space. The school sites within this sub-unit need to be located and designed compatibly with the Nike Heritage Resource site, the natural resource areas (i.e., Silverbrook Run and the pond), the proposed public golf course, as well as taking into account the availability of sewer. Prior to the commencement of school construction, the school sites may be used for park and open space. Should the Board of Supervisors, after consultation with the School Board, determine that it is not feasible to locate schools on these sites, the sites should be used for park and open space.

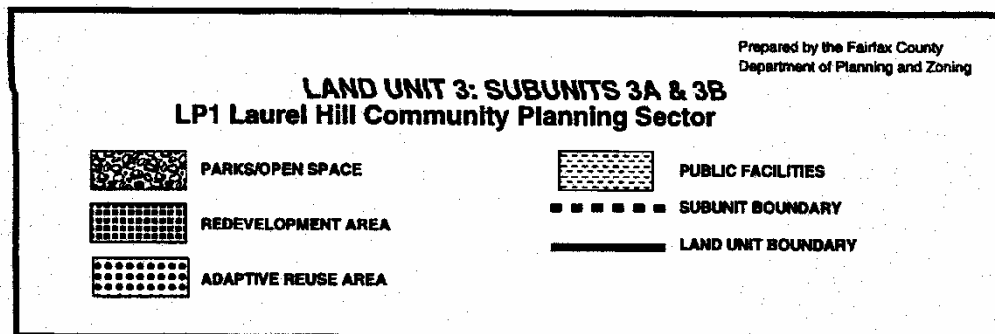
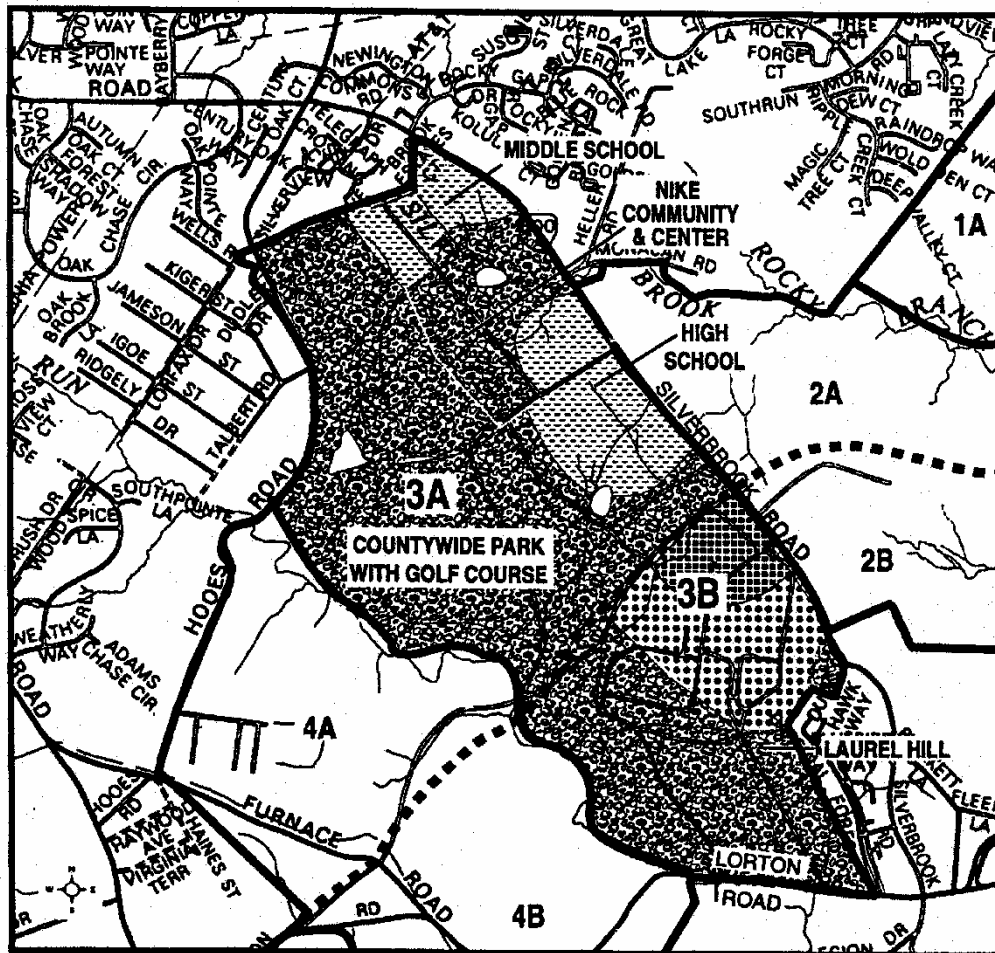


FIGURE 16

- The Nike Administrative site should be incorporated as a heritage resource site in a Community Park with a natural resources protection area around Silverbrook Run and the pond to the north in order to ensure that the Nike site as well as the pond area are adequately conserved and protected. The combined area should be a minimum of 20 acres.
- The proposed public golf course, located within the Countywide Park, should have a minimum of 165 acres and be designed in a manner that physically links the Giles Run EQC to natural resource areas north of Silverbrook Road. This facility should be designed as a quality public golf course comparable to the Fairfax County Park Authority's Pleasant Valley Golfers' Club and Twin Lakes Golf Course. Development of this facility may not occur for five years due to the timing of the area's environmental clean-up and the need to coordinate its siting and design with the middle and high school sites. Prior to development as a public golf course, this acreage should be used for open space and other park purposes.

Sub-unit 3B: The character of developable land in this Sub-unit is gently rolling terrain, similar to that of Sub-unit 3A, with the Giles Run EQC located along the southwest boundary. Access to this Sub-unit is provided from Silverbrook and Lorton Roads. It is separated from Sub-unit 3A by the Laurel Hill Greenway.

The major land use elements are the Maximum Security and Central Facility redevelopment area and the adaptive reuse area. The redevelopment area is located on approximately 30-35 acres at the junction of the Laurel Hill Greenway and Silverbrook Road. A condition of the redevelopment should be to provide funds for closure activities, including the environmental clean-up and if possible provide funds for demolition of buildings not considered appropriate for adaptive reuse as well as funds for the restoration of buildings identified for adaptive reuse in this subunit.

The remainder of the Maximum Security and Central Facility (i.e., approximately 70-75 acres) is an adaptive reuse area. Other features of this sub-unit include the preservation of the Laurel Hill house as a Heritage Resource area within the Countywide Park and adaptive reuse of a portion of the Maximum Security and Central Facility. Development within this sub-unit should occur under the following additional guidance:

- The redevelopment area should provide for a Graduated Care Facility for the elderly which includes a commercial component limited to support retail and service uses. Other uses appropriate within this redevelopment area include: non-hospital institutional or public uses, including higher educational uses and health care service uses, excluding hospital uses. The only adaptive reuse potential within the redevelopment is the commissary and a warehouse, which were both built in the 1990's. These new facilities should be evaluated for reuse for institutional and warehouse uses. In the redevelopment area, an alternative use should be parks and recreational use.
- The remainder of the Maximum Security and Central Facility should be considered for adaptive reuse. The original masonry structures, built in the 1920's and 1930's, should be preserved and if possible, adaptively reused. In addition, the administration building and chapel should also be considered for adaptive reuse. Adaptive reuse could include governmental and non-hospital institutional uses. If preservation and adaptive reuse of some of the structures is determined, after a public hearing by the

Board of Supervisors, to not be feasible, this area should be used for park and open space.

- The Laurel Hill Greenway should inter-connect with the redevelopment area and the adjacent areas and be integrated in a manner that creates a focal feature within this Sub-unit.
- The Laurel Hill House and its gardens should be designated as a heritage resource area within the Countywide Park with a minimum of 20 acres to ensure that these resources are adequately conserved and protected.
- The remaining acreage west of the Laurel Hill House site and south of the Maximum Security and Central Facility should be part of the Countywide Park. Additional recreational facilities characteristic of a Countywide Park should be developed in this area.

LAND UNIT 4

Land Unit 4 is comprised of approximately 470 acres of which approximately 20 percent is in environmentally sensitive areas (see Figure 17). The Land Unit is generally bounded by Giles Run on the northeast, Hooes Road and Mills Branch on the west, the I-95 Landfill on the south and Shirley Acres subdivision on the east. The area is mostly open fields with some mature vegetation along Giles Run, along the Laurel Hill Greenway and in the area north of the I-95 Landfill site. The Laurel Hill Greenway separates the area into Sub-units, with Sub-unit 4A to the north and Sub-unit 4B to the south. The Old Furnace Road Bridge should be preserved and incorporated into the Laurel Hill Greenway where it runs parallel with the realignment of Furnace Road.

The EQC areas associated with Giles Run and Mills Branch and heritage resources such as the Nike site should be preserved. The EQCs, the Laurel Hill Greenway, the Nike site and the Dairy Farm are major open space amenities and are a significant element in the planning of this land unit. The preservation features as well as the remaining acreage should be developed as part of one or two District Parks in accordance with the following guidance for the sub-units.

Sub-unit 4A: This Sub-unit contains approximately 210 acres of land, which includes approximately 30 acres of environmentally sensitive land. The Laurel Hill Greenway runs along the southeastern boundary of the sub-unit, linking the open space/pedestrian system to the two adaptive reuse areas (i.e, the Maximum and Central Facility and the Occoquan Facility). The southernmost Nike site is located at the junction of Hooes Road and Furnace Road. These features as well as the remaining acreage should be developed as part of a District Park. Development within this sub-unit should occur with the following additional guidance:

- The Laurel Hill Greenway and the trail system should inter-connect the residential areas north of Silverbrook Road to the historic and recreational amenities located north and south of this Sub-unit.
- The Nike launch site should be considered for restoration and interpretation as a significant heritage resource site, and should be incorporated as a heritage resource feature in a District Park, to ensure that the site is adequately conserved and existing recreational features optimally utilized.

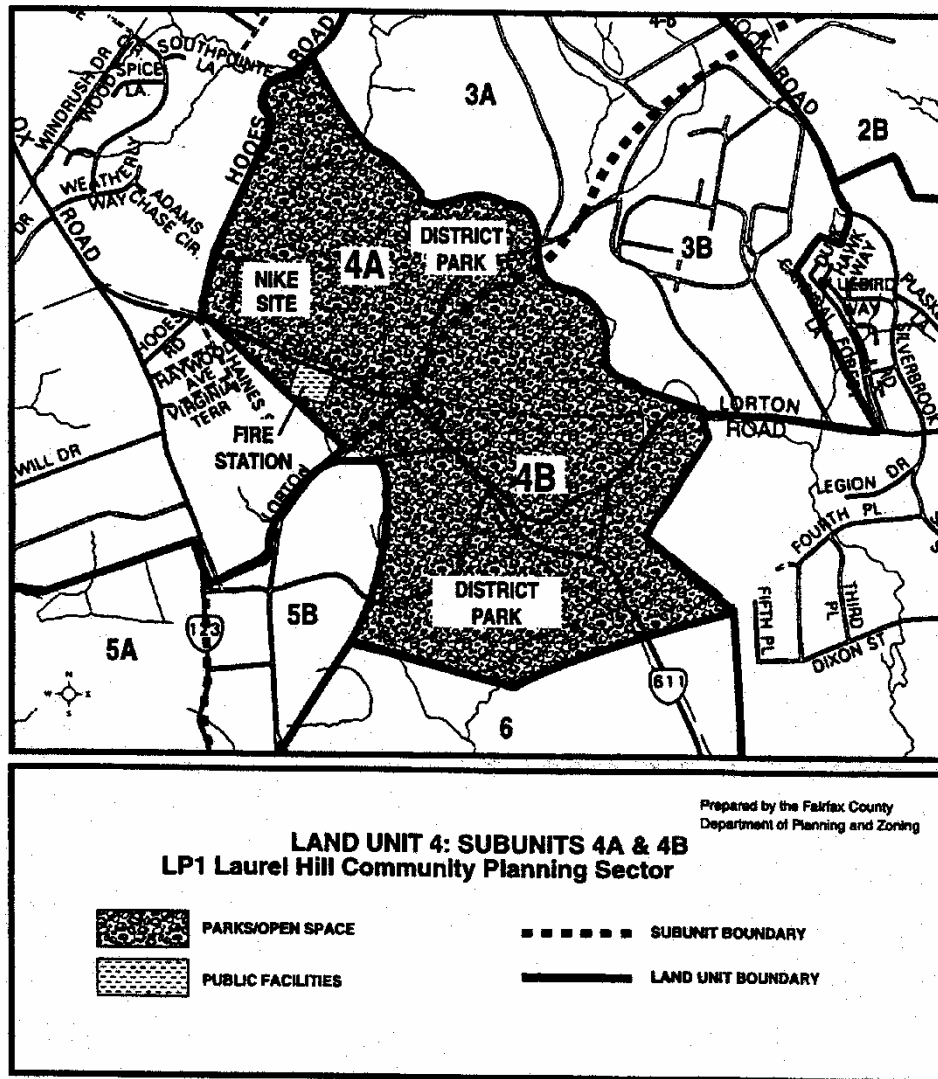


FIGURE 17

- The existing gymnasium and cafeteria within the Minimum Security Facility should be considered for adaptive reuse as a recreational or community center for an interim period.
- Additional facilities characteristic of a District Park should also be developed in adjoining open areas; for example, athletic fields, courts, and picnic areas.
- A fire station should be provided on 5 acres south of Furnace Road between Hooes Road and Lorton Road. Abutting the fire station, at a minimum, two acres should be provided for a public cemetery.

Sub-unit 4B: This Sub-unit contains approximately 260 acres of land which is generally open, gently rolling terrain. Located immediately north of the I-95 Landfill is the former Dairy Farm Facility. This sub-unit's primary use should be for District Park development with possible special purpose areas. Development within this sub-unit should occur under the following additional guidance:

- The former Dairy Farm facility and the surrounding 200 acres should become a District Park with special purpose areas; for example, a horticultural center, athletic field complex, equestrian center, or other specialized use. As an alternative, a portion of this area (up to 100 acres), which is planned for a District Park, may be considered for use by the Bureau of Land Management for their Wild Horse and Burro Program. This park or federal use area extends from the northern landfill boundary, north to the existing Lorton Road.
- The northern portion of Sub-unit 4B, north of Furnace Road and Lorton Road, should become part of the District Park in Sub-unit 4A, and be developed with typical recreational uses and/or special purpose areas for a District Park.
- The Laurel Hill Greenway should be integrated as a major linear open space amenity linking this sub-unit to the areas to the north and south of this sub-unit.

LAND UNIT 5

Land Unit 5 is comprised of approximately 590 acres of which about 15 percent is in environmentally sensitive areas (see Figure 18). Approximately 200 acres of this land unit is located outside of the D.C. Department of Corrections boundary and is currently used by Vulcan Quarry and the Fairfax County Water Authority. The land unit is generally bounded by the Occoquan River to the south, Mills Branch to the east, the D.C. Department of Corrections property line to the north and the American Telephone and Telegraph Easement to the west.

A major historic feature in Land Unit 5 is the existing Occoquan Facility and related ancillary masonry buildings located immediately to the east of Route 123. The Occoquan Facility complex has the greatest potential for adaptive reuse. Development of this Land Unit should be in accordance with the guidance for the Sub-units.

Sub-unit 5A: Approximately 115 acres of the land within Sub-unit 5A, generally located south of the D.C. Department of Corrections property line, west of Route 123 and north of the Occoquan River is to be conveyed to the Fairfax County Park Authority. A portion of this property is currently being leased and used for extraction by Vulcan Quarry. North of the Occoquan River between the quarry and Route 123, lies the approximately

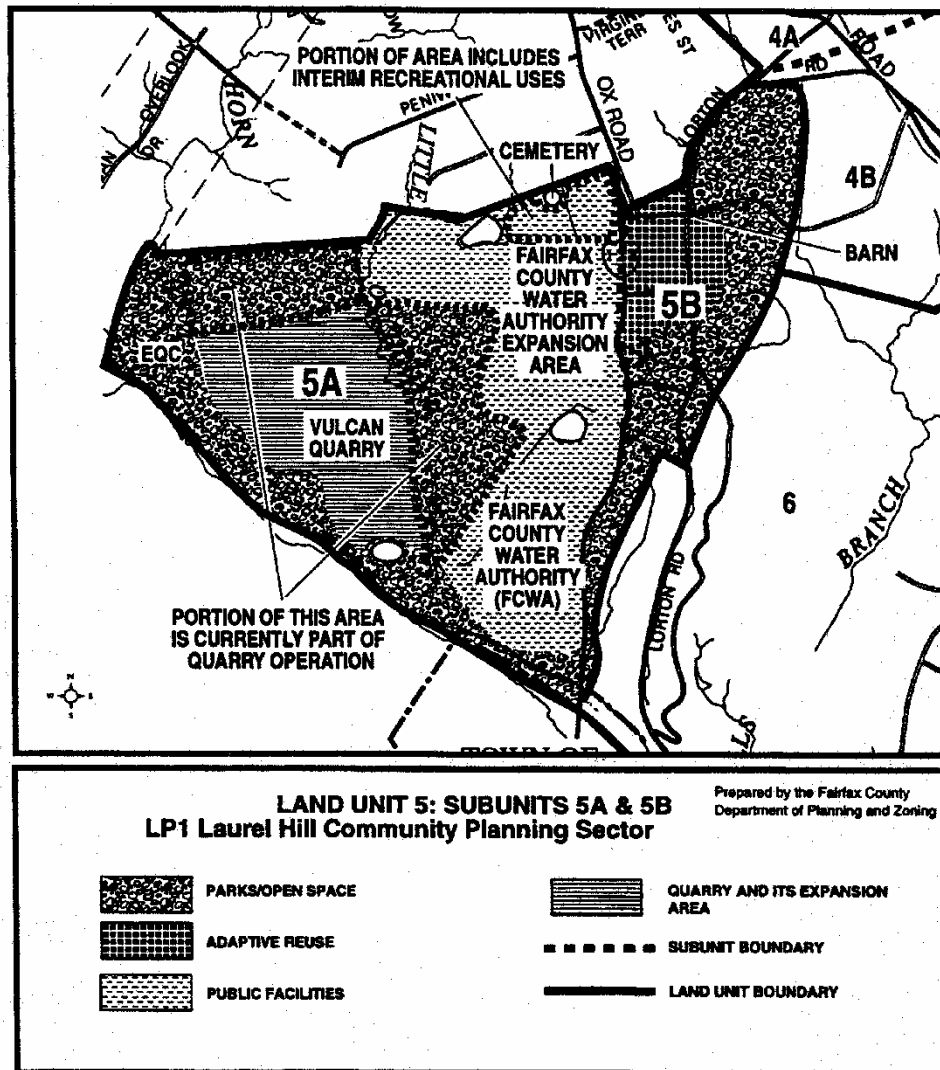


FIGURE 18

250 acre Fairfax County Water Authority Occoquan property. Both of these uses should be in conformance with the following additional guidance:

- Extraction, at the quarry, should be predicated on the assumption that severe slopes, especially adjacent to swales and streams, will not be disturbed so as to pose a direct threat to stream water quality. Consequently, limits of clearing for proposed extraction sites should not encroach on severe slopes in such a manner as to render impossible sediment control and/or visual buffering for nearby residents. Further, sediment control measures should be adequate to control erosion in conformance with the guidelines of the County sediment and erosion control regulations. A natural buffer of at least one hundred feet along the southwest line of the property parallel to the Occoquan Creek should be maintained. In addition, within six months of final fill grade, or as soon thereafter as possible, the visual berm areas along the southwesterly property line, the northwest and southern corners of the property and at the creek entrance to the property along the northern property line should be planted. The plantings should consist of ground cover and evergreen trees. Upon completion of operations, the land should be left in a safe and stabilized condition so that the area can be developed for public park or private recreation uses as shown on the Comprehensive Plan map.
- The Fairfax County Water Authority's Occoquan Water Treatment property has been expanded northward to the northern boundary of LP1 in order to meet the long term water treatment needs for Fairfax County. Buffering and screening along Route 123 and the northern boundary should be provided. The buffer area along the northern boundary should include that area's pond and any sensitive biological areas associated with the pond. In addition, a buffer area should be provided adjacent to the pond located south of the new treatment facility in order to protect this natural resource area. In addition, the treatment plant expansion should be designed in a manner that will ensure future access to the quarry property on the west after its reclamation occurs.
- Any land not needed for the Fairfax County Water Authority should be used for park purposes, including interim uses such as athletic fields.
- The half acre prison cemetery, which was established at the turn of the 20th century, located west of the Medium Security Facility and north of the Vulcan Quarry, should be preserved.

Sub-unit 5B: Sub-unit 5B is wedge shaped and is generally bounded by Route 123 to the west, Lorton Road to the north and Mills Branch to the east. The major element in this Sub-unit is the Occoquan Facility and associated administrative offices which are planned for adaptive reuse. The Laurel Hill Greenway runs north/south through the Sub-unit adjacent to Lorton Road and is planned to be an integral link within the open space/pedestrian system, connecting the Occoquan Regional Park facility with the trails and open space areas to the north.

The developable acreage should be developed with the following additional guidance:

- The Laurel Hill Greenway should be integrated as a major focal feature of the area.
- The original Occoquan facilities, and newer administrative and support facilities, such as the Administrative Office building and training buildings built in the late 1980's and the medical building built in the 1970's should be preserved and subject to approved adaptive reuse. Adaptive reuse could include governmental, cultural arts, and public institutional uses.

- The ‘Barn’, located on the northeastern side of the sub-unit (see Figure 18: Land Unit 5: Sub-units 5A & 5B), should be adaptively reused for community activities.

LAND UNIT 6

Land Unit 6 is comprised of approximately 900 acres (see Figure 19). It is gently rolling and heavily treed to the south, with the land surface stripped and re-terraced to the north to accommodate the I-95 Landfill and the I-95 Energy/Resource Recovery Facility (see Figure 20). Land Unit 6 is generally bounded by Furnace Road on the east, the Occoquan River to the south, the Laurel Hill Greenway and a portion of Mills Branch to the west and the boundary of the I-95 Landfill to the north. The I-95 Landfill and the I-95 Resource/Recovery Facility are both planned to be retained for the long term. The Occoquan Regional Park, expansive open space and EQC associated with the Occoquan River and Mills Run, and the Youth Correctional Center are located in the southern portion of this Land Unit. The extensive EQC areas to the south and west along the Occoquan River and Mills Run should be preserved. The remainder of this Land Unit should be developed with public and institutional use in accordance with the following Land Unit guidance:

- The Landfill’s numerous gas extraction wells will need to be monitored and maintained for a minimum of thirty years after closure. The ash disposal area remains highly active and the Energy/Resource Recovery Facility will remain active for the long term. The road network serving the landfill area should be retained and improved to minimize negative traffic impacts. Truck traffic should be separated from park and recreational traffic.
- The portion of the I-95 Landfill currently under closure procedures should be considered for adaptive reuse for active and passive recreational purposes and should be part of the long-term expansion of the Fairfax County park system or of the Occoquan Regional Park to further serve the needs of the Northern Virginia area.
- The Occoquan Regional Park should be expanded northward to the southern boundary of the I-95 Landfill to include the Youth Correctional Center in order to expand both passive and active recreational opportunities for the Northern Virginia area, and to preserve substantial open space and EQC areas. In addition, adjacent to this park expansion area, a single telecommunications tower should be provided to serve Fairfax County and potentially other users for public communications needs. The land area needed for this tower should be conveyed to Fairfax County, along with an access easement through the future park, to be provided by the Northern Virginia Regional Park Authority.
- The major equestrian/pedestrian trail along the Occoquan River should connect with the major greenway trail (the Laurel Hill Greenway) which runs north/south through LP1 and ultimately connects with the District Park located on the former Dairy Farm site. The EQC running adjacent to the Occoquan River should be planned for passive recreational uses such as hiking and picnicking.

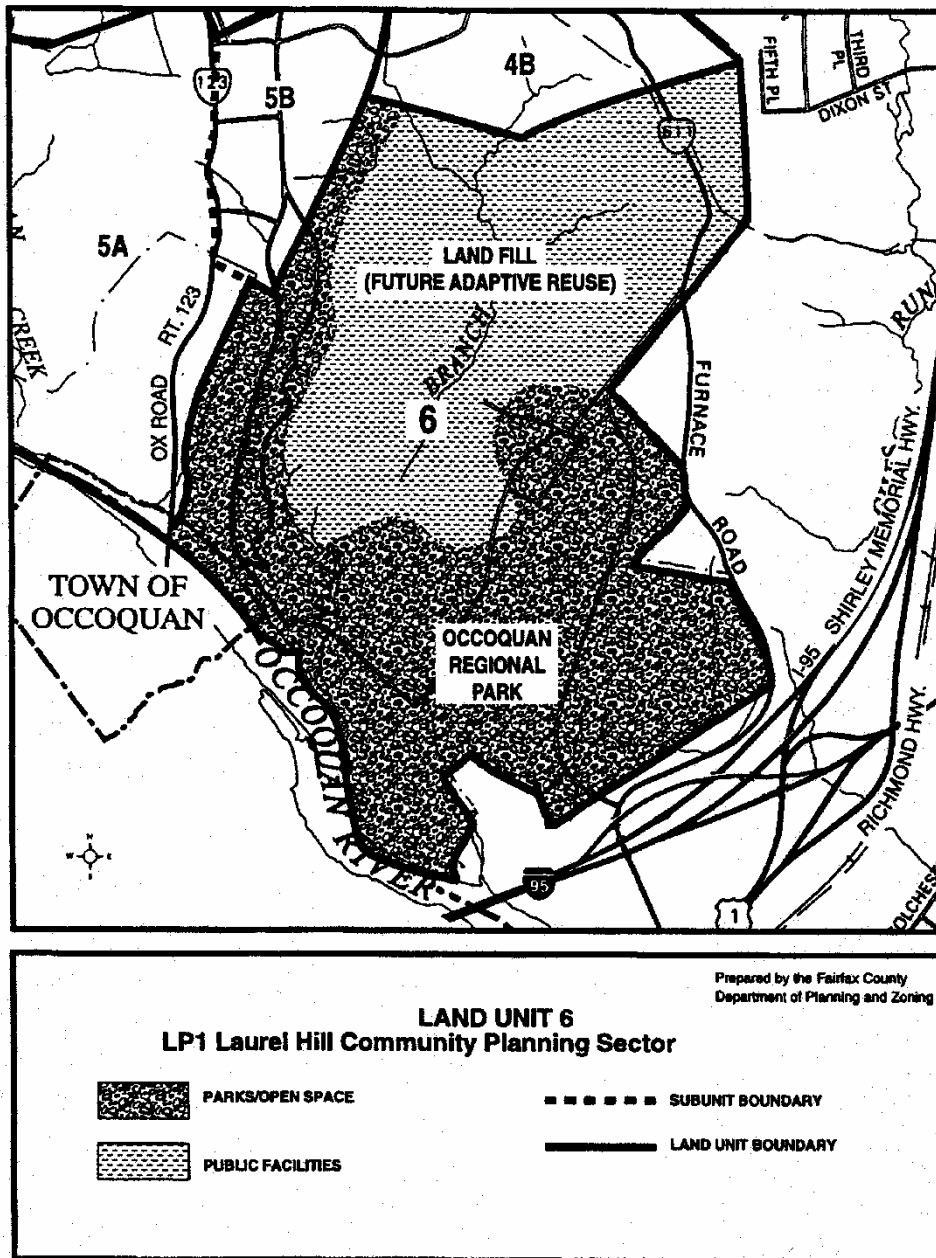


FIGURE 19

- The area adjacent to the proposed Route 123 Bridge improvement over the Occoquan River should be designed in such a way as to establish a visually attractive gateway to Fairfax County at this highly visible location.

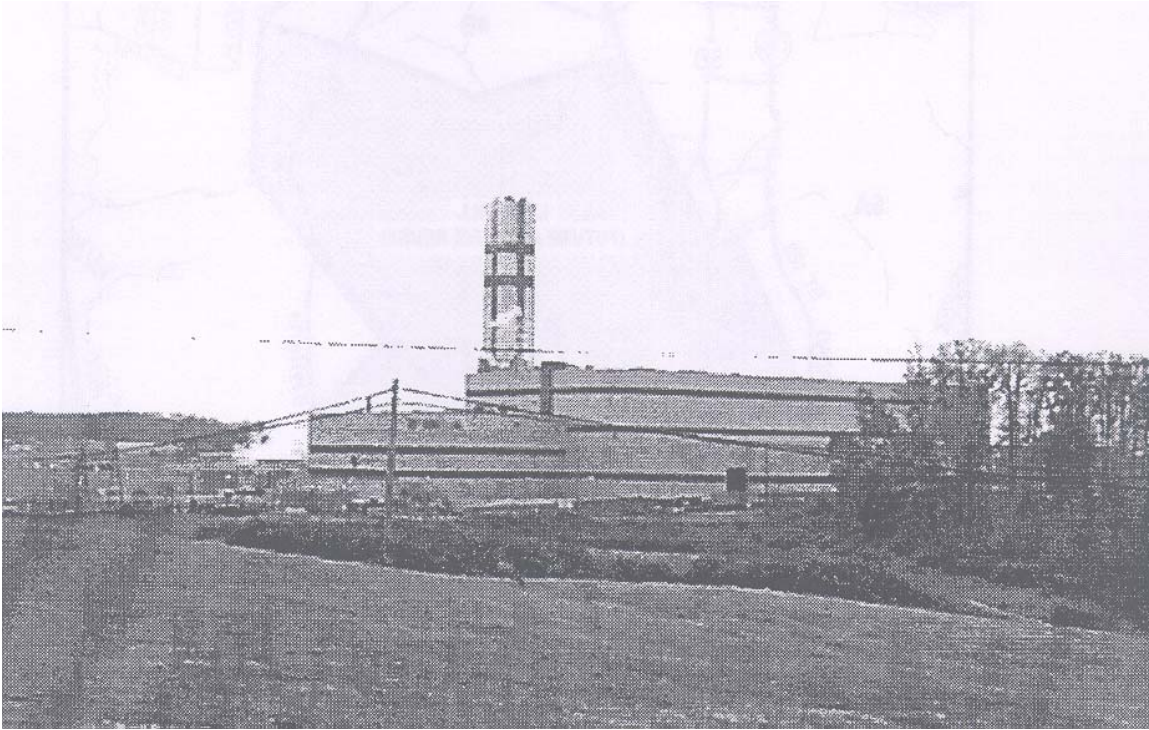


Figure 20: I-95 Energy/Resource Recovery Facility

FIGURE 21: SUMMARY OF ACREAGE AND DEVELOPMENT POTENTIAL BY LAND USE CATEGORY FOR THE NORTHERN REDEVELOPMENT AREA AND THE SOUTHERN GOVERNMENTAL AND INSTITUTIONAL AREA		
LAND USE CATEGORY	ACRES	DESCRIPTION/DEVELOPMENT LEVEL OR RANGE OF DEVELOPMENT
Northern Redevelopment Portion: Encompasses Proposed Land Units 1-4, Sub-unit 5B and a portion of Land Unit 5A		
1-2 du/ac	0 - 20	0 dwelling units without trade; 20 to 40 dwelling units with trade
2-4 du/ac	110-130	220 to 330 dwelling units without trade; 260 to 520 dwelling units with trade
4-6 du/ac	25 – 55	100 to 125 dwelling units without trade; 220 to 330 dwelling units with trade
Graduated Care Facility for the elderly with limited support retail and service uses in Redevelopment Area	10 – 30	150 to 450 residential units
Other uses in Redevelopment Area	5 – 25	Research and development uses, institutional/public uses, higher educational uses and health care service uses
Public Facility Uses and adaptive reuse at the Central Facility and the Occoquan Facility	135	Includes 18 acres at the Transportation Facility, 5 acres for Amtrak facility, 5 acres for fire and rescue, 2 acres for public cemetery, 75 acres for adaptive reuse at the Central Facility, 30 acres for adaptive reuse at the Occoquan Facility
Public Parks	780	Includes Community, District and Countywide Parks and the Laurel Hill Greenway. Heritage resource sites such as the Nike sites and the Laurel Hill House are included in the parks.
Public Schools	90	Elementary School at 15 acres, Middle School at 25 acres, and High School at 50 acres.
Environmental Corridors (EQC) and Quality Natural Resource Areas	655-725	EQC's includes Pohick Creek; South, Giles and Silverbrook Runs; Rocky Branch; Mills Branch and Occoquan River. Natural Resource Areas include upland hardwood area and several areas around ponds.
SUBTOTAL (For Northern Portion)	1900	

Table continued on next page.

FIGURE 21 (continued)		
LAND USE CATEGORY	ACRES	DESCRIPTION/DEVELOPMENT LEVEL OR RANGE OF DEVELOPMENT
Southern Portion: Encompasses Proposed Land Unit 6 and a majority of Sub-unit 5A		
I-95 Landfill	300	The landfill (except for the ash area) is under 30 year closure procedures, after which the area is planned to be adaptively reused for recreational activities.
I-95 Energy Resource/ Recovery Facility	30	This facility and the ash landfill are anticipated to remain active for the long term.
Occoquan Regional Park	565	The existing park is planned to expand northward to the I-95 Landfill boundary to include the Youth Correctional Center, also the EQCs along the Occoquan River and Mills Run.
Fairfax County Water Authority (FCWA)	250	FCWA current controls approximately 100 acres in this Land Unit, and is planned to expand to the northern boundary of LP1.
Vulcan Quarry	130	Planned for public or private recreation.
SUBTOTAL (For Southern Portion)	1275	
TOTAL	3175	Northern Portion + Southern Portion
Notes: <ul style="list-style-type: none"> ▪ All figures are estimates based on approximate acreage. No survey work was undertaken by Fairfax County ▪ Affordable Dwelling Units and bonus units area not included and shall be in addition to the totals shown above and shall be provided in accordance with the Fairfax County's Zoning Ordinance. 		

FIGURE 22: ESTIMATED RANGE OF RESIDENTIAL UNIT YIELD FOR EACH RESIDENTIAL CATEGORY BY LAND UNIT

Residential Categories	Unit Yield Ranges	TOTAL WITHOUT TRADE	TOTAL WITH TRADE
1-2 DU/AC (Developed only as part of trade. Without trade, area is planned for open space.)	low	-	20
	mid-point	-	30
	high	-	40
2-4 DU/AC (Without the trade, the planned density is 2-3 du/ac, with the trade, the planned density is 2-4 du/ac.)	low	220	260
	mid-point	275	390
	high	330	520
4-6 DU/AC (Without the trade, the planned density is 4-5 du/ac; with the trade, the planned density is 4-6 du/ac.)	low	100	220
	mid-point	112	275
	high	125	330
Housing for the Elderly (Part of the redevelopment area associated with Central Facility and is not part of the land trade.)	low	150	150
	mid-point	300	300
	high	450	450
RESIDENTIAL UNIT TOTAL	low	470	650
	mid-point	687	995
	high	905	1340

Notes:

- The area planned for residential development to facilitate the land trade ranges between 135 to 205 acres. Without the land trade the maximum area planned for residential development is approximately 135 acres. This acreage excludes the redevelopment area associated with Central Facility on which the housing for the elderly is planned.
- In both cases, Affordable Dwelling Units (ADU's) and bonus units are not included in the totals and shall be in addition to the totals shown above and shall be provided in accordance with the Fairfax County's Zoning Ordinance.

FIGURE 23: ESTIMATED DEVELOPABLE AND NON-DEVELOPABLE LAND BY LAND UNIT

ACREAGE	Categories	LAND UNIT 1	LAND UNIT 2	LAND UNIT 3	LAND UNIT 4	LAND UNIT 5	LAND UNIT 6	TOTAL
Developable Acreage	Private 1	0-20	135-185	35			-	170-240
	Public 2		40	150	5	30		225
	Park Uses			255	355	125		735
Non-Developable Acreage	EQC	140	145	130	95	60	-	570
	Natural Resource ³	75-95	0-50	10				85-155
	Heritage ⁵	-	-	30	15	-		45
	Govern- mental & Institution al Uses ⁴					375	900	1275
TOTAL		235	370	610	470	590	900	3175

1. Private development acres vary with and without land trade.
2. Includes acreage planned for adaptively reuse, such as the original 1910 Occoquan Workhouse.
3. Natural Resource Areas include upland hardwood areas and environmentally sensitive areas adjacent to ponds. Acres increase without land trade.
4. Existing Government & Institutional Uses: i.e., I-95 Landfill, I-95 Resource/Recovery Facility, Occoquan Regional Park, Fairfax County Water Authority (FCWA) & Vulcan Quarry
5. Land Unit 3 includes the Nike Launch site and Laurel Hill. Land Unit 4 includes the Nike Launch site.